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and any one who knows China will not For over 30 Years WATSON'S "E" has maintained the refive hundred gold dollars represents a much greater obstacle to the intending Chinese irimigrant into Canada to-day FINEST putation first imposed the tax. The volume of SCOTCH WHISKY Chinese immigration into Canada is growing FAR EAST.

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No anonymously signed communications tha A we already appeared in other papers will be nserted.

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HONGKONG, SEPTEMBER 23RD, 1910.

The question of Asiatic immigration into the British self-governing colonies is one of perennial interest. No opportunity to voice public opinion on the subject is ever neglected. Sir WILFRID LAURIER, the Canadian Premier, while on his recent tour through British Columbia, was asked by a deputation of the Trades and Labour Council at Victoria to maintain an effectual check on the immigration of all Asiatic kong. races. Existing agreements and regulations, it was pleaded, must be amended and readjusted from time to time as circumstances The Labour Council was of opinion that the existing regulation regarding the immigration of British Indians, based as if was on an agreement with the Imperial "affords a reasonable and protection against any undue covering other bodies. The total stands therethese tribes flocking into Canada," but the deputation insisted that Chinaman, has left with his family for Peking the regulation must be adjusted to meet any greater influx of Indians which may at the request of the Chinese Government and The Labour organisations were satisfied with the measures in regarding the immigration of Ja-In the memorial presented to nadian Premier i

It has been reported to the police that Allan that "it is felt and candidly admitted | Hamilton, who was employed on the literary that the regulation now in force and governstaff of a local newspaper, has been missing sinceing same under an agreement between the September 5th. Imperial Government of Japan and the Dominion Government is a sufficient check on arrivals from that source; and that the said regulation, provided always that same is rigidly applied and faithfully adhered to by the respective Govern-

tlement of a grave and serious question."

But when the memorialists approached

the subject of Chinese immigration they

insisted that present measures for restrict-

increase of five hundred dollars in the head

tax. Originally the Chinese head tax in

British Columbia was one hundred dollars.

Several years ago, "in response to the

unanimous demand of the workers of this

Province. " the Government of the Dominion

increased the tax to five hundred dollars.

Now it is pleaded that the depreciation in

the value of gold (which is expressed in the

increase in the price of the necessities and

commodities of life) has reduced the potency

of the five hundred dollar head tax on

Chinese as a bar against their immigration,

proof of which, they say, can be found in

the increasing number of arrivals from

China who are readily paying the once pro-

hibitive tax of five hundred dollars.

memorial showing the increase in the

number of Chinese immigrants, but we may

accept the statement that the volume of

the explanation of it which is offered in the

memorial. If the value of gold has de-

preciated, so also has the value of silver,

need to be told that a head tax of

than it did when the Canadian Government

simply because the Chinese at home are

becoming better acquainted with the glowing

possibilities for the men who are able to

get past the barrier. From the emigrants

already in the country there comes back to

China a constant stream of letters, and the

plain unvarnished tale they tell of the wages

paid and the conditions under which the

account for the steady increase in the im-

migration despite the barrier of the five-

hundred dollars head tax. Sir WILFEID

LAURIER does not appear to have given any

encouragement to the proposal that this tax

should be increased to one thousand dollars.

forced to bear in mind the diplomatic

phase of the country's relations with

the Orient and the general welfare

of Canada, as well as the peculiar

labour requirements of British Colum-

hia. He has promised, however, that

immigration in check. Opinion differs only

as to the method. The rule of the Govern-

ment has been that outside labour shall not

be allowed into the province to degrade the

standard of labour, and the rule does not

permit any immigration but agricultural.

It is admitted that there is a great demand

that the supply must be "white

In this they certainly have the sympathy of

the Dominion Government, and if Asiatic

tendency to increase, the Government,

is evident, will not need much persuasio

to heighten the barrier in order to preserve

British Columbia as "a white man's country."

American bluejackets were ashore in large

The Austro-Hungarian third class cruiser

We are officially informed that quarantine

l'anther arrived here yesterday from Swatow.

against Manila has been withdrawn in Hong-

It is announced that Mr. C. E. Anton has

The fifth meeting of the Hongkong Gym-

The débris has been cleared from the scene

of the collapse at Morrison Street without dis-

Dr. Lim Boon-Keng, a prominent Singapore

There has just been stolen from the new

Sailors' Institute on the Praya East a silver

flower stand bearing the inscription, "Presented

to Mrs. Molson," a pair of binoculars, and a

watch, the total value of the articles being 895.

khana Club has been fixed for Saturday, October

been admitted a member of the firm of Messrs.

Jardine, Matheson & Co., Ltd.

reports there to Prince Su,

immigration begins to show a

numbers yesterday.

labour in the Eastern province,

the labour organisations insist

Government will keep Oriental

men work are alluring enough

No statistics are quoted in

It is reported that the Prince Regent has the intention to abolish the position of Chief Comptroller of Customs and to have this service amalgamated with the Board of Finance. His Highness has laid this question before the statesmen for consideration. ment parties thereto, is a satisfactory set-

The Korean who some time ago attempted to take his life while resident in the Astor House Hotel yesterday made his appearance before Mr. E. R. Hallifax, to whom it was reported that the Korean had received the cheque for which he had been waiting. He was according it are a failure, and urged the total ingly discharged. exclusion of all Chinese, or, alternatively, an

An interesting point has been raised in th prosecution of thirty-eight men for being found in an illegal opium divan. The point concerns the question of payment, and the case has been deferred to allow of consideration being given to the question whether opium dross being left. behind by the smokers constituted a fee.

H. E. Tang Kuan-ho, Secretary of the Board of Finance, has forwarded to the Censorate, for transmission to the Throne, a memorial in which he recommends that the well-known reformers, Kang Yu-wei and Liang Chih-chao be called to rainst the employment of imperial clansme in the Government service.

The steamer Choising, had a mishap on the river at Bangkok recently. She had been up at Samsen loading rice, and about four or five clock was going down stream when there was an accident to the steering gear. The ressel yawed and she ran into a floating house and pontoon, both of which were badly damaged The owners of the house claim over Tcs. 1,000 immigration is greater without endorsing for their loss.

> It is rumoured in official circles in Peking that amongst the forthcoming changes Vicercy Chang of Nauking will be appointed to the Grand Conneil; Vicercy Jui Cheng of the Hu Kwang will be transferred to Nanking; Governor Cheng Te-chun of Kiangsu will be appointed to the post at Wuchang; Lu Chungchih will be made Governor of Hunan; and Yang Wen-ting will be appointed to the Kiangau Governorship. These matters have not yet been settled, however.

> > CRICKET CLUB CONCERT.

The promenade concert arranged by the Hongkong Cricket Club, which took place last night, lost nothing in patronage by its postpenement. The attendance was large, and all the conditions necessary to success were forthcoming. Not only was the programme one of considerable merit, but the evening air was cool and pleasant, and the scene was rendered more attractive by the bright beams of th moon which gave an added beauty to the surroundings of the Cricket Ground.

The ever popular "Cavalleria Rusticana" had the place of honour on the programme, and when the echoes of the well morited applause bestowed on the Band of the Buffs had died away, Mr. P. W. Goldring took the platform. His clear tenor voice was used very effectively. and it was no idle compliment which demanded his recall. The violin solo "Adoration" by Mrs R. C. Edwards was greatly appreciated, and she also had to respond to an encore. Mrs. Frank Maitland's charming contribution ' Cupid at the Ferry," was to the general liking, and the audience insisted on hearing her fine soprano voice a second time. Private Collier of the Buffs met with success in his humorous songs, and the first part of the programme terminated with "The Gondoliers," a popular

selection by the Band. "The Dollar Princess," still a favourite Government regards the loan agreeselection, introduced the second part of the programme. Then Mrs. A. G. Gordon delighted her hearers with an expressive rendering of 'Kathleen Mayoureen" and had to comply with the inevitable encore. "Behold 'tis night was admirably interpreted by Mr. G. P Lammert, and Mr. R. Sutherland kept his audience laughing with his humorous song English as she is spoken," while Corpl. Burgess gave a remarkably clever sword display. "Faust" by the Band concluded the programme.

The accompaniments were played by Miss. D. Page, Mr. E. J. Chapman and Mr. G. Grimble.

GOVERNMENT HOUSE.

We are requested by Sir Henry May to state that His Excellency regrets that the Garden Party which was to have taken place at Mountain Lodge on the 30th instant has been unavoidably postponed. Lady May will be "at home as usual on that day between 4.30 and 6 p.m.

THE LATE KING.

HOW THE PERIOD OF MOURNING IS TO BE OBSERVED BY COLONIAL GOVERNORS.

The following communique has been published

in Colombo:-

The Officer Administering the Government. Sir,-Various questions having been raised by Colonial Governors as to the entertainments which might be held by them during the mourning for His late Majesty King Edward VII., I have the honour to state, for your information, that it is His Majesty's pleasure that Court mourning should be observed during the funniest farces ever written, and has the full period by the representatives of His Majesty. Up to the 6th November you should avoid giving, or being present at, any public entertainment; but after that date, during the continuance of half mourning, you will be at liberty to give any entertainment, except balls. and to be present at any public entertainment.

I have the honour, etc. (signed), CREWE.

Downing Street, August 17th, 1910.

TELEGRAMS.

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RECTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

CHINESE JUDGES IN LONDON

London, September 22nd. The Court of Arbitration connected with the Chamber of Commerce has entertained to luncheon the Chinese Judges and Attorney-General who are visiting England on their way to the Prisons Congress at New York.

THE PROPOSED OPIUM CONFERENCE.

GREAT BRITAIN'S ATTITUDE.

London, September 22nd. Great Britain has agreed to the The Hague on the subject of the Peking and appointed to office, and protesting Opium Question in China, but has stipulated that the existing British agreement with China shall excluded from the discussion.

With reference to the Opium Conference, Great Britain has accepted the suggestion that the findof the Shanghai Conference should be embodied in a convention.

Britain has agreed that The Hague Conference should also consider the traffic in cocaine and morphine, but suggests that the governments interested should previously investigate the manufacture and trade in those drugs so as to enable them to deal effectively with the matter, Britain promising to lend every assistance in the investigation.

THE ALLEGED ESPIONAGE AT PORTSMOUTH.

London, September 22nd. The charge of felony against Helm (the German subaltern arrested as a has been dropped, and he has remanded on a charge of misdemeanour.

PRINCE TSAI HSUN ILL.

London, September 22nd H.I.H. Prince Tsai Hsun, while travelling from San Francisco to New York, fell ill of bronchitis.

FRANCE AND THE CASSEL AGREEMENT.

London, September 22nd. Reuter's Paris correspondent has informed in an authoritative official quarter that the French ment by Turkey with a group of financiers headed by Sir Ernest Cassel as nothing more or less than an attempt on the part of Turkey to blackmail France with British

The agreement is provisional and only becomes effective on October 1st in the event of the negotiations with France being finally abandoned, but it may be regarded already as definitive. as the French Government refuses to abate one jot of the conditions.

Reuter's informant added that if Great Britain was willing to help Turkey in joining hands with the Triplice and in buying ships and guns from Germany, that was her affair The French Government would do its utmost to prevent a scrap of the loan paper coming into the French market.

WARWICK MAJOR'S COMEDY CO.

As we have previously announced, this clever Company concludes its first visit to Hongkong to-night with Arthur Law's most humorous play entitled, "The New Boy."

The piece has the reputation of being one of enjoyed long runs in England and America. The Company may be relied upon to represent it in a manner worthy of the reputation they enjoy in Hongkong.

We understand that the booking continues to increase, and those who wish to obtain good seats would do well to secure them at Moutrie's as soon as possible.

LOCAL SPORT. HONGKONG FOOTBALL LEAGUE.

Mr. F. Browne presided at the annual meeting of the Hongkong Football League held at the Y.M.C.A. rooms last night. There was a representative attendance of delegates from the sever Clubs.-Mr. A. P. Storrie (secretary) reported that the past season was a great success. The R.G.A. won the First Division championship and the 88th Co. R.G.A. the Second Division. There was no ground difficulty, and although there were 14 teams competing in the two divisions all games were played off on Saturdays. The help rendered by referees was noknowledged, it being stated that they had a fairly easy time, as the majority of the teams here played the game in a thoroughly sporting manner. It was also reported that Mr. Ellis had given a cup for competition among the junior clubs.-The Chairman reported that on the year's working there was a loss of \$10.90 .- The report and accounts were adopted.

Mr. R. Hancock was appointed President; Mr. A. P. Storrie was re-elected secretary; and Mr. A. S. Ellis was elected treasurer,

In view of the lateness of the arrival of the Yorkshire Regiment it was decided to allow The American proposal for a conference at Buffs to enter the League, and it was resolved that the season be accordingly commenced on October 15th to allow of the latter regiment completing their fixtures before the date of their departure-December 5th.

A sub-committee to arrange the fixture list was appointed as follows: - The President, the Secretary and Q.M.S. Barnfather, R.E. Mr. Barnfather made a complaint of being criticised with undue severity by the Press last season, and asserted that here the game was criticised, not according to rules, but from the standpoint of the writer. A referee here had no protection whatever. He could be scandalised by the Press indiscriminately, whereas in England he could not. If anything were wrong with the referee's decisions the Association should slate him, and not the Press. During a discussion on the matter the Press representatives present replied to the obser vations, and it was considered that the matter was one which had nothing to do with the meet-

A vote of thanks was accorded the Chairman. and before the close of the meeting it was stated that the following teams had provisionally entered the League: - Hongkong, Buffs, B.G.A., R.E., Naval Yard and Kowloon.

V.R.O. AQUATIC SPORTS.

The annual aquatic sports of the Victoria Recreation Club opened at the Club House yesterday afternoon, and the excellent programme provided for the first augurs well for the sport of to-day and to morrow. The attendance was larger than is usual at an opening day, but this was due to some extent to the appearance in the gymnasium of Kinney, the American boxer, who has come to Hongkong to endeayour to lower the colours of the local champion, Bill Lewis. This annual meeting of the senior sporting Club of the Colony is rendered far obtained have exceeded the most optimistic more interesting than usual by reason of expectations, and from Reuter's message it number of open events in programme, all of which are championship events in which swimmers not connected with the V.R.C. are eligible to compete. first race yesterday was for the half-mile championship of the Colony, and althoug it was generally considered that Tommy Logan, the recently-discovered prodigy, would be the winner, it was not the vailing opinion that he would have such a ridiculously easy win as he did. Cooke, the only Japan no less than other parts of the globe. other entrant who finished, is a strong swimmer and had he clung to the champion from the start instead of allowing him to gain the lead he did, the finish would have been a much closer one. It goes without saying that the programme was carried through without a hitch, and that the officials concerned kept the various events up to time, and did not neglect any of the various duties demanded of them in their responsible positions. The workers were :-Committee :- Mr. A. Rodger, chairman

Mr. A. A. Claxton, hon, treasurer; Mr. F Lammert, hon secretary; Messrs. W. A. Crake J. A. Lyon, L. E Lammert, R. F. Lammert, N. Kemp, Dr. C. For syth, judges Mr. A. Rodger, referee; Mr. T. Meek, starter Messrs, T. Meek, A. V. Barros, J. A. Lyon, Mr. A. A. Claxton, Mr. A. H. Carroll, Mr. H. A. Lammert, handicappers; Messrs. C. Bunje, next and to be opened to public service towards and G. W. Avenell, official time-keepers. Results of the different events were as

follows :---HALF-MILE CHAMPIONSHIP.

T. Logan, 14 min. 14 2/5 secs. C. J. Cooke, 14 min. 58 sees. ... 2 The five entrants for honours in this event were H. W. Petersen, A. A. Claxton, A. V Barros, C. J. Cooke and T. Logan. It was very generally anticipated that Logan woule the winner of this event, but vas not expected that he would have the ridiculously easy win that he did. As a matter of fact, he was not pushed throughout the race, and the comfortable and easy manner in which he travelled indicated plainly that the time he registered could have been greatly reduced. The five starters went off together, Claxton leading the way and Logan following close in his wake. In the first length the leaders gained too much of a lead, and Cooke made a mistake in not trying to reduce it. In the second and third he still allowed them to increase it, but in the fourth | to-day is as follows:he went ahead in better style and regained a little lost ground. In the fourth length Claxton dropped out, and as the fifth was succeeding Petersen followed suit. The fifth saw Logan well ahead of Cooke and Barros, and swim-

ming easily. From now on the new champion

swam with an easy stroke, his lead being so great that other swimmers could not have maintained the pace necessary to overhaul him. Barros gave up in the ninth length, and although Cooke kept plugging away until the end the winner, who was not in the least pushed, beat him by at least fifty yards. Loud and long cheers were raised for Logan, and the second lot which followed for Cooke bore testimony to the appreciation of his struggle against what was generally considered a foregone conclusion.

HIGH DIVE. M. A. B. Souss C. Humphreys ... Souza gained the points over his worthy opponent in entry and recovery.

TWO LENGTHS HUBDLE RACE.

The heats in this event were swum off, and resulted as follows:---First : A. J. V. Ribeiro, receives 5 secs., 35. 4/5 sees.,

Second: R. Galluzzi, receives 5 secs., .36 2/5 secs., ... 1 Third: A. A. Alves, receives 6 secs., 35 4/5 secs.,

TWO LENGTHS OPEN.

Time-35 1/5 secs. This event was open to the army, navy and police, and proved an exciting race between the first and second man.

PLUNGING. A. S. Ellis, 60 feet 10 inches R. C. Witchell, 50 feet ... FOUR LENGTHS HANDICAP. The heats in this event were also swum off,

first and second in each heat being eligible to swim in the final. The results were :-

F. L. Roza, receives 2 secs. 72 secs. ... J. M. Roza Persira, recs. 6 secs., 73 secs., 2

A. A. Alves, receives 6 secs. 76 2/5 secs., H. W. Peterson, receives 1 sec., 72 secs., 2

INTERESTING MEDICAL DISCOVERY.

In a recent issue a Reuter telegram referred

to the properties of a new medicinal preparation of arsenic known to the profession as "606," The Japan-Chronicle-says :- We are indebted to a Kobe reader for some interesting details of this latest discovery in the world of medical science. It seems that a German and a Japanese doctor are jointly responsible for the discovery of "606," the proper name of which is "dichlorhy. dratdioxydiamidoarsenobenzol." Owing to the cumbroneness of this word, the preparation has become known among the profession as '- Recipe Ehrlich-Hata No. 696," or, further abbreviated, "606," Dr. S. Hata is the Japanese assistant to Professor Ehrlich in his laboratory work, and shares the honour of being the co-discoverer with Professor Ehelich of the now famous "606." Some time in June last the professor read a paper before a medical congress in Germany describing his researches for a remedy for syphillis, and stated that with the assistance Dr. Hate he had found a preparation which he hoped would be found efficacious as a cure for this disease. He then gave his discovery to the medical world to be tested, and by the end of July it had been tried in a number of German. Austrian, and Russian hospitals with remarkable success. The Director of a Berlin hospital anplied a subcutaneous injection of 0.05 grammes to a child suffering from hereditary syphilis, and within ten days all signs of the malady disappoared. The results so the appears that the preparation is equally valuable in the treatment of tropical diseases like malaria, sleeping-sickness, and recurrent fever, Dr. Hata returned to Japan not long ago and is now at Tokyo, where the remedy is being tried. From the above facts it would appear that a valuable German-Japanese alliance has been effected in the cause of medical science, and that the names of Professor Ehrlich and Dr. Hata will long be remembered as ranking among the benefactors of mankind by their discovery of a remedy for a disease which has carried misery and suffering all over the world, and in

> COMMUNICATION BETWEEN FORMOSA AND JAPAN.

ESTABLISHMENT OF WIRELESS TELEGRAP! SDR VICE.

The installation of a wireless telegraphy installation at Fuki Point, Formosa, having been completed, a trial message was dispatched thence to the Department of Communications in Tokyo on the 11th instant vid the Osesaki wireless station near Nagasaki, the result being satisfactory. At one point, however, some defect was discovered in the apparatus, and new parts are being sent to replace the unsatisfactory ones. It is expected that the wireless telegraph service to and from Formosa will be opened to the public about the 20th instant. An additional submarine telegraph cable now being constructed between Formosa and Japan Proper is expected to be completed early in November the end of that month. With these two additional telegraph services between Japan and Formosa, making three connections altogether, communication between the island and Japan will be greatly facilitated .- Japan Chronicle.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report :--

On the 22nd at 11.55 s.m.—The barometer has risen slightly over the S. coast of China and the Philippines, and fallen a little in Cochin

Pressure appears to be low over the China Sea to the Southward of the Macclesfield Bank and the Paracels. The high pressure area lying over N. China

yesterday has shifted Eastwards to the Sea of Japan, and the barometer is falling again on the N.E. coast of China. Fresh to strong N.E. and E. winds may be

expected over the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to day, 0.03 inches.

The forecast for the 24 hours ending at noon Hongkong & Neighbourhood | E. winds, fresh

N.E. & E. winds, Formosa Channel

South coast of China between | Same as No. 1. Hongkong and Lamocks. South coast of China between ? Hongkong and Hainan ..

Same as No. 1,

SUPREME COURT.

Thursday, September 22nd

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

THE LAMMA ISLAND MURDER. The trial of Leung Shing, alias Cheung Kin

Hoi, on a charge of murder, concluded yesterday afternoon. The jurors were :- D. A. Purves (foreman), M. A. Razack, R. N. W. Nikkols, W. H. T. King, W. Waterhouse, H. S. Kennett and R. Galluzzi.

The Attorney-General (Hon. Mr. W. Roes Davies, K.C.), instructed by Mr. H. L. Dennys, junr., from the office of the Crown Solicitor. appeared for the Crown, and the accused was represented by Mr. C. G. Alabaster, instructed by Mr. Christopher Wilson (of Messrs, Hastings, & Hastings).

On the conclusion of the evidence Counsel addressed the jury and his Lordship summed up. The jury retired, and after an absence of about fifty minutes returned into Court, and the foreman announced that they were unani mous in finding the prisoner not guilty.

APPLICATION FOR SEPARATION ORDER.

Accused was discharged.

UNUSUAL CHINESE CASE.

An application, very unusual among Chinese was heard at the Magistracy yesterday afternoon, when a Chinese woman named Chan Sam Mui asked for a separation order from her husband on the ground of his persistent cruelty. The case was heard before Mr. J. R. Wood. Mr. Leo d'Almada appeared for the applicant, and Mr. Hind, of Messrs. Brutton & Hett, was for the defendant.

tunate case in which a young woman found only too soon after her marriage that it was a failure. The parties were married on December 6th, 1909, according to the Chinese rites and ceremonies. The parents of the parties were well known to each other, and the husband and wife had known each other since they were children. After their marriage they resided with the parents of the husband at 13. Arbuthnot Road, and all went well for about twenty days, when the hasband began to show his ill-temper and his behaviour. He constantly came home late and when she asked him where he had theen he scolded her. One night later, when he came home late and she asked him the reason, he abused her and demanded a gold mounted diamond earring which she had received as a present on her marriage. She refused to part withfit, and told him that if he were in debt it was his duty to ask his father to assist him. On the following day he repeated the request, and when she again refused, he assaulted her, slapping her on the face, knocking her out of bed, and kicking her all over the body. She screamed and her servants came to her assistance. Next morning, however, he solemnly swore that he would never illtreat her again. but she said that she had had enough of his behaviour. She reported the matter to her mother, with whom she stayed for a few days, and then returned to her husband's house. Some time afterwards he demanded her bangles, and fearing that her husband would assault her again she gave them to him. A few days later he asked her to part with another bangle, but she said that she thought she had done enough for him and that he had better apply to his father. Then he commenced to illtreat her and slapped her on the face, so that when he renewed the request, fearing to be again assaulted, she w gave him the gold bangle. Another night when he came home late he insisted upon her massaging him, and when she refused to do so he assaulted her again. She went and reported the matter to a lady tutor who advised her to go to her mother. She did so and then took out the summons.

Evidence in support of the application was

In the course of cross-examination defendant admitted having assaulted his wife.

His Worship, in adjourning the case till 8th October, expressed thehope that the parties would continue to live together on certain terms to be agreed upon, and added that defendant ought to completed to the junction with the British section be ashamed of himself for having assaulted his wife as he had admitted.

AMOY-PAST AND PRESENT.

In his Report on the foreign trade of Amoy in 1909 Mr. B. G. Tours, H. B. M.'s Consul, writes:-

reached, and that Amoy has settled down main bridge over the East River at Sheklung the bulk of the cigarettes imported are of to the new conditions of trade brought about is proceeding satisfactorily, the foundations British-American manufacture, and are made by the occupation of Formosa by the Japanese being nearly completed and the delivery and chiefly at Shanghai As the tobacco used by the and of the Philippine Islands by the Americans, erection of steel work for the large spans having | manufacturers is almost, if not quite, entirely In its former palmy days, Amoy revelled in the commenced Formosa tea trade, all Formosa teas being brought across to Amoy for packing and tion with the British line to Hongkong in June under the head of foreign imports, their only shipping, there being no facilities in Formosa, or July, 1911." But the Japanese very naturally saw no reason. As to the Canton-Hankow Railway the based on the sponsorship of their manufacturers. those half answers that is singularly irritating. why the Formosa tea trade should not remain. Report says:-A further 10 miles has been entirely on Japanese soil, and with the opened for traffic and trains are now running creased 20 per cent. to 1,983,000, but their total ent green corn? As the sloppy mess which the erection of necessary buildings and improve. to Wongshek, a market town an the North value fell from 3,654l. to 3,433l.; and foreign Americans call corn mush? Perish the thought. ment of harbours in Formose, the necessity River, 55 miles by rail from Canton. Con- (Japanese) cigarettes, 95 per cent. being second No one who has eaten green corn as it should of Amoy as a port for Formosan tea ceased to struction, however, is practically finished to quality valued at 4s. 6d. per 1,000, rose to be eaten, that is with both hands, would so exist. In the Philippine Islands, also, under Ying Tak, 90 miles from Canton, and about 103,690,000 with a total value of 27,309l. Shang- disgrace Nature's kindly gift. It is not a the Spanish regime, many of the Chinese one-third of the whole distance to the boundary hai made-mostly British Cigarette Company's pretty sight, we grant; but anyone who would merchants were from the Amoy district, and there was a considerable trade between the two places; the American protective tariff in the Philippines has, however, practically killed it.

Under the altered circumstances, therefore, it remained for Amoy to fall into line with other peris and to take up general trade. That it palmy days of the past, if not even better ones, will return to the port of A moy.

THE ANGLO-JAPANESE EXHIBITION.

WAS IT A FAILURE OR A SUCCESS! ITH ADVANTAGE . IN ENCOURAGING "DIRECT TRADE."

Japanese opinions on the question of the success or failure of the Anglo-Japanese Exhibition are quoted in the Nichi-Nichi. One is that of Mr. Ota Risaburo, of Hamamatau, who was one of the examiners at the Exhibition, and returned from London last month, and the other is that of a "certain powerful party leader." Mr. Ota's remarks are given as follows:--"A great deal of public discussion has

been aroused regarding the success otherwise of the Angle-Japanese Exhibition. is still too premature to discuss result of the Exhibition. A proper judgment cannot be passed before seeing to what an extent Japanese goods have been introduced to foreigners as a result of the Exhibition and what effect the Exhibition has had clean whole dollars alone may be said to form s believed there was little or no demand in Eu. | be paid in copper cents or silver. ope for their goods. Seeing the matting The spurious profits made by the Government braids seem to have been imported into Great and German merchants. By the Anglo-Japanese Exhibition straw braids, as well as matting, Lave been widely introduced to the British people, and the direct import of these goods from Japan has been begun. This can be put to the credit of the Exhibition. Rugs sent from Osaka and Sakai and black tes produced in-Mr. d'Almada stated that this was an unfor. Japan have also a promising future. The black tea produced in Formosa has been introduced to British people for the first time by the Exhibition, and it has been found to suit the British palate. The Formosan tea stall in the Exhibition grounds has won a very favourable reputation. In my opinion green Japanese tea needs improving in quality, while more attention must be paid to the production of black tea. Japanese paper, paper lanterns and umbrellas, beans, snake-gourds (hechima). and peanuts have also been directly introduced to the British people for the first time by the Exhibition. Noting the superior quality of these commodities and their large output many British merchants have been seeking to open direct business, and Japanese merchants have already taken contracts for the supply of these goods. Japanese business-men are recommended to keep a careful eye on these goods, which are promising commodities of export to Great Britain."

On the other hand, the "certain powerparty leader." also quoted by our Tokyo contemporary, accuses the authorities of inconsistency. He points out that when justifying itself before the public, which was inclined to discredit the Japanese authorities in connection with the Anglo-Japanese Ex hibition, the Foreign Office declared that the object in view of the Exhibition was not the direct benefit of commerce, but the promotion of friendship between Japan and Great Britain, and more intimate relations between the people of the two countries. Nevertheless Baron Ours, Minister of Agriculture and Commerce, who is the Japanese President of the Exhibiif the object of the Exhibition was not exactly a mere display of goods, its result must be judged from its effect on the foreign trade of Japan, which can be appreciated only after the close of the Exhibition. The Minister gave appropriate replies to the public comments and complaints, but made no definite statement as to the result as regards any particular line of goods. views of the Government authorities on one and the same Exhibition should so widely vary. to a desire to remove the unfavourable impression of the public, but the latter are given no opportunity of considering the result in detail. Diet. - Japan Chronicle.

RAILWAY CONSTRUCTION AT CANTON.

the result that the first 30 miles will be ready the import trade." for traffic by September, 1910. The line, when at Samchun, will in its 891 miles contain, including terminals, 15 stations and 11 halts.

to be ready by April, 1910. It may be hoped that a turning point in the second district, from mile 31 to mile 50, there packets to resemble the British or American downward career of the port has now been is a total girder opening of 3,200 feet. The article as far as is conveniently possible. But

the river some three days nearer Canton.

energetically, on the next 30 or 40 miles.

above referred to, is reached,

ITEM'S FROM THE BRITISH CONSULAR REPORTS.

Mr. Pro-Consul Pratt, in his Report on the Trade of Canton for the year 1909, has the following to say on the surrency question : CURRENCY.

The following are the currencies in use Canton and their average values in 1909 :-Canton tael Hongkong dollar (clean, i.s.,) la. 9-275d. mot chopped)

0.984 Hongkong dollar note Canton Mint dollar (clean) ... Hongkong 20, 10 and 5-cent pieces

Canton Miut 20 and 10-cent pieces 0-8 3 Hongkong

"Used in customs valuations and in payment of duties and unrepresented by any coin. Among the coins, the Hongkong and Mexican on Japanese trade. The Japanese authorities fixed standard of value within the treaty port. concerned in the Anglo-Japanese Exhibition The smaller values are all depreciated with remay unavoidably have elicited public disapproval spect to this standard, but fluctuate daily in by their methods of management, but it would value amongst themselves -a state of affairs be a great mistake to allow trifling shortcomings | disastrons to the even course of business. An to outweigh the excellent services rendered instance of the confusion and disputes that conby them. Not a few articles of Japanese stantly arise is to be found in the 1910 China manufacture and produce have been widely in. New Year riots in Canton-a somewhat extendtroduced to British people by the Anglo-Ja. ed and elaborate fracas between the police and panese Exhibition. For instance, matting has the soldiery-which is supposed to have comhitherto been almost exclusively experted to menced in a dispute between some of the latter America, and Japanese matting merchants and a certain shop as to whether change was to

shown at the Exhibition from Okayama, Hiro- from the combined issue of these debased coins shima, Ishikawa, Fukuoka, Oita, and Hyogo are more than balanced by the diminished spendprefectures, the British people now know for ing power of the native population, entailing the first time that Japan is one of the principal loss of trade and, incidentally, revenue. Morematting producing countries. Straw braid has over, Canton and Hongkong are in such closealso aroused their interest. The Japanese relations, both commercially and geographically, that it is found impossible to debar these coin Britain chiefly through the hands of American from circulating in the colony, with the result that the corresponding coins of the Colonial Government suffer a like depreciation.

> Under "Local Industries." Mr. Pratt has the following remarks on the Government cement works:-These works, mention of which was made in the trade report for 1908, began in pine Islands from Amoy in the year 1909 was 1909 to manufacture cement. The output of 4.116. the kilns, eight in number and of Continental make, has not amounted to 50 per cent. of the estimate and the coment is reported to be of very poor quality. A cortain amount finds a market in Tsingtau, but it has not been accepted for use locally in either of the railways under construction in Canton. The price of the cement is about 4 dol. 75 c. per barrel as against 5 dol, 40 c. paid for Green Island (Hongkong) cement. The works being under Chinese official management, it is not possible to discover whether the venture is a lucrative one. The directors have had the advantage of obtaining their materials free of likin."

Under "Imports" we find the following note:-" The majority of cement imported is naturally of Green Island (Hongkong) output though cement from Haiphong is also now beginning to find a market here. Notwithstanding the opening of the local cement works and the relative cheapness of their coment, the import rose by 50 per cent, and was taken mainly by the two railways under construction The local article is so inferior that it is impossible to use it on important works."

The Hankow, Report says :- The valuations in the two years were: for coment 1908, fcreign 2s. 21d. per cwt. and native 4s. 3d. per cwt.; 1909, foreign 2s. 2d. owt. and native 2. 71d. por owt. : for firebricks, 1908, foreign Jpd. per piece and native seven-tenths of a panny per piece; 1909, foreign, 1.91d. per piece and native 13d per piece. The native articles are from Tangku. Green Island and Haiphong supplied the bulk of the foreign cement, a considerable part of tion, explained on his return from England that | the import this year and last being used in the waterworks installation. A new coment factory at Huang Shih Kang, 30 miles down river, under Government auspices and equipped with European machinery will, it is expected, start turning out 360 casks a day from May, 1910.

THE CIGARETTE TRADE. From the Consular report on the Trade of Canton :- " No better illustration of the effecabsurd, continues the authority quoted, that the tiveness in China of modern advertising methods and close attention to the retail business and the fastes of the native consumers can be found The difference of views expressed may be due than the foreign company which has by these means almost acquired the monopoly of the cigarette trade in the Far East. Picture hoardings, illuminated almanacs, presentation sam The practical effect of the Exhibition is doubt ples and judicious expenditure on all kinds of ful, and an explanation will be sought from the advertisement likely to bring goods before the authorities during the coming session of the individual notice of the people are as telling in attracting the custom of the Chinese coolie as they have proved invaluable at home. The company has a large foreign staff, with a working knowledge of Chinese, who are constantly travelling in the interior, introducing their The following reference to the Canton- wares to new markets and keeping in personal Kowleon Railway is made in the British Con- touch with their Chinese agents. That suc sular Report for Canton-" Construction on this methods reap a golden harvest for the company railway, which is being built according to the which has made the experiment is certain, and standard of first-class European lines; has been their example could with advantage be followed

Mr. Tours, the Consul at Amoy, writes :-"Cigarettes were imported to the value of £4,251. They have become a very popular form of smoking among the Chinese, especially "At the end of 1909 the purchase of the land among the coolie class in spite of the fact that required had been completed and about 92 per they compare expensively with opium. - A. cent. of the earthwork was either in hand or packet of 10 cigarettes costs 10 c. (say, 2d. to already finished. The terminal station building [21d], whereas an equal value of opium would last and general offices at Tai Sha Tau are expected | the smoker for alonger time and would yield after the smoking some 20 per cent. of dust, which foreigners, whom the stress of competition is "The main difficulty experienced in building can be worked up again for smoking. A certain already driving to work on very small comnoting a net trade increase of £227,998, this line has been the large amount of bridge quantity of the cigarettes imported are of Jawork that has had to be negotiated. In the panese manufacture; they are made up in Chinese-grown tobacco, it is questionable "It is expected to form the through connec- whether these cigarettes should properly appear claim to inclusion in that denomination being | hold the cob in both hands." That is one

of the province. Ying Tak is a district city of cigareties-again rose from 89,200 to 107,333 leat this dainty in any other way is not some importance and the opening of the station lbs., valued at 9,3611. (13d. an ounce), while worthy of it. He would be capable of cating there will have the effect of bringing places up that company s Hankow factory shipped about a mango with a knife and a spoon. Ugh Construction is also proceedings though less senting 500,000,000 of cigarettes, besides send- manners on their side; but they simply do not No fast trains are run at present, but a speed Shanghai factory of the company. All these prohibited by law from aspiring to anything has done so, and not without success, is to be of 40 to 45 miles is attained in places by the figures refer to cigarettes manufactured from higher than a paheri or a Cowasji Patel. There seen from the real recovery in the port's trade-level-trains, which cover the whole distance of Chinese tobacco, principally from the adjoining is only one way to eat a genuine Alphonse in 1969. The splendid natural harbour marks 55 miles in 31 hours. The company during the province of Honan. The company has compiled mange, and that is never to allow metal of any out Amoy as a port that cannot be denied, and Chinese year 1909-10 carried 1,456,466 pas- an illustrated pamphlet on tobacco cultivation description to touch the flesh. There is only it is reasonable to prophesy that in the days to sengers and received in passenger fares and as pursued in the United States, and its free one way to eat green corn, and that is to hold come, when the interior of the province will be freight \$294,391.90 an average of ever \$24,500 distribution in the producing districts has the cob with both hands. Good form may, it is opened up by modern communications, the per month. This amount represents principally already resulted in a considerable improvement true, ban both methods. Then the man who short-distance passenger traffic and should in- in the quality of the leaf. Cigarette papers fell knows what these kindly fruits of the earth can

lion of the locally-made eigerettes fell from 81d. per lb. to under 61d. per lb., though the silver value remained unaltered.

THE COOLIE TRAFFIC FROM AMOY,

The number of emigrants to the Straits Settlements and to Burmah was considerably higher than in 1908. For a period of about a month during the summer quarantine was declared against Amoy by both Hongkong and Singapore, on account of plague, but emigration was not much affected thereby. As may be seen from the appended table, figures are much lower than those attained in the year 1908—the year of a boom in tin and a consequent demand for labour in the Straits tin mines. The rubber | relation to the range, as the Pei-lu, or northern boom, producing a demand for labour on the bighway, and the Nan-lu or southern highway rubber plantations, has probably assisted the The northern division terminates westwards in 1909 figures to be somewhat higher than they | the territory of Kuldia, the southern division would otherwise have been.

British vessels continue to carry the greater | case the point of departure being Urumohi—the part-over 80 per cent.-of the coolie centrally situated capital city of the province. passengers. The business of shipping and carrying the coolins is chiefly in the hands of

Singapore-Chinese British subjects :---63 58,356 51 44,212 53 47,816 12 10.656 10 6.839 11 6.984 15 9,094 3 1,571 5 2,709

Total ... 90 78,106 64 52,622 69 57,509

There are signs of a regular coolie passenger traffic springing up between Amoy and the Philippine Islands. In previous years the short direct route over the mountains by sanitary restrictions placed by the United States Government in the Philippine Islands on vessels arriving with coolie passengers have acted as hindrance to the traffic. But in 1909 the United States Government established a Government medical officer at Amoy, under whose supervi sion coolie passengers can be disinfected and eleansed in conformity with American regulations, immediately before embarkation, and the necessity for detaining a vessel on her arrival at the Philippine Islands is thus abolished. With a view to this Philippine traffic two British firms, who are chiefly interested, have inaugurated disinfecting plants.

The number of coolies shipped to the Philip-

STEAMER O. JUNK.

The following is a point of interest to local shipping. Hitherto most of the low grades of matting have been shipped by junk from Tungkoon (the place of manufacture) to Hongkong at the dealer's expense and risk, but owing to heavy loss by typhoon, difficulty in getting junks and late arrival of cargo in Hongkong the Matting Guild has decided to abandon this procedure as from March, 1910, and to bring cargo by junk to Canton for transhipment to Hongkong by the river steamers.

ADVICE TO THE BRITISH EXPORTER.

Consul-General Fraser of Hankow writes:-This office is frequently asked to supply the names of trustworthy native firms for all sorts of manufactures; but the invariable reply has to be made that Chinese shops and firms cannot give foreign bankers' references, and that there is no means of accertaining their stability from our point of view. In any case only a resident or travelling agent could form any idea of the proposed customer's proper rate of supply and settle with him the intricate details of weight, currency, freight, &c.

But it must always be remembered that, even I the popular estimates of the numbers of the Chinese people are not gross exaggerations -- in connection with the waterworks scheme the current figures—for three cities were found earn less than 3s. a week of this keep themselves and families: the classes that indulge in foreign Kuldja, confined as the city is in a basin among shops, which in every case are owned by Chinese. novelties-always excepting the cigarette, now cheaper than the native pipe, and kerosene of proved better value than the vegetable oil-are and for long must be but a very small fraction of the population, and their taste for alien comforts is generally speaking accompanied by sufficient enlightenment to know how to obtain

To British merchants in China, of whose competence 30 years' acquaintance has convinced me, I should not presume to offer any advice. and to those at home I have nothing to proffer but the reminder that catalogues in English with prices at British ports are of very little value for bringing their wares to the notice of native dealers and shopkeepers. With some diffidence I would further remind the British exporter of the growing importance of the native newspapers, teeming with advertisements, pictorial and other, among which patent medicines are at present very noticeable. Though the editors may not be able to translate technical advertisements sent them in English, British firms in the larger ports can usually reading public at least as fond of scanning | nor mothers si: there and idle." advertisements in China as elsewhere.

As stated in previous reports, the Japanese, libility to native dress and customs, have entered into direct competition with the Chinese retailers and even pedlars, and their indents are probably above luxuries; but it is doubtful whether even I they have reason to congratulate themselves on their enterprise. Even when Hankow becomes, as it should be, a great trade emporium, it is not certain that the wholesale import business will long continue to be in the hands of

GREEN CORN.

Calcutta contemporary, apropos of the green corn season, quotes the editor of a ladies' journal in America who was asked if it was good form to eat Indian corn off the cob. The reply was, "Yes; but it is not good form to The Hankow report says :- Cigars again in- How then would the editor have had his readers ; 1,250,000 lbs, of manufactured tobacco, repre- The knife and spoon brigade may have good ing some 3,500,000 lbs. of leaf tobacco to the know what a good mango is. They should be create considerably when the town of Ying Tak, from 25,947 to 21,600 rolls. The sterling valuable would prefer to "pass."-Times of India.

ACROSS CHINA AND TURKESTAN.

FROM KULDJA ACROSS THE TIEN SHAN TO AKSU.

(BY DR. MORRISON IN "THE TIMES."

Aksv. June 11th. Far Western China, or the province of the New Dominion, is divided laterally into two main portions by the mountain range of the Tion Shan, and each division is named from its terminates in the territory of Kashgar, in each To reach Kashgar from Kuldja the best road lies through the adjoining Russian territory. It is a round-about road available for traffic. Entering Russian Turkestan at Kuldja, it passes by Vierny to Narin and thence, crossing the Turgat Pass, re-enters Chinese territory and proceeds direct to Kashgar city.

To the traveller who would remain in Chinese territory two routes are open. Should be wish to avoid the crossing of the mountains he may return to Urumchi by the nothern road and then bend back to Kashgar by the southern road, a journey available for cart traffic and invariably selected by Chinese officials, for whom time is never an object when proceeding from one post to the other. Or he may follow the Musart Pass, the southern terminal of which route is the city of Aksu on the southern highway. For many centuries this route has been followed by Far Western traders. By this pass the pilgrim Hausn-Chuang returned to his native country from his mission to India in the seventh century. Long before the Mahomedan insurrection this was the most important of China's western frontier trade routes. By this pass could the only possible junction have been effected had an attempt been made, the Russians feared, to unite the Mahomedan forces of Kashgar under Yakub Beg with the Khurgiz and other Mahomedan insurgents of Kuldja, whose hostillity to Russian trade had compelled the Russian occupation of Kuldja in 1871. When Russia, therefore, occupied Kuldja, she did not fail to occupy also the Kuldja entrance to the pass, and the evidence of her occupation, the log cabins used as barracks, remain to this day,

AN ANCIENT WAY. At the best of times the route is a dangerous mander, the Tartar General of Kuldia, had con-

fidently informed me only a few days before. of irregular tottering mud-houses, built along nor had any of his officers, and I question | Chinese walled town, in which reside the Chinese whether the road is now in any better condition | traders from North China. Noth towns swarm than it was in the seventh contury.

There is no difficulty about engaging transterminals. Payment is made in roubles, and soldiers are recruited from Mahomedans, but agreeable one. Travel in the mountains was a China. welcome change to the sweltering heat of the the mountains only 2,050ft. above sea level. My caravan drivers were Russian Andijanis, and these Louses of usury. British interests are reas it was the season of rich pastures their animals were sleek and fat and in fine fettle. These caravan men are a good class of hardy, Aksakal, or White Beard, the debuty of the independent men, pass masters in their calling. | British Consul in Kashgar. Russia has also an Largely they are Russian aubjects from Russi- aksakal. an Turkestan, provided with Russian registration certificates renewed every six months, for which they are required to pay the equivalent of one guines per annum.

ILI AND TEKES.

On the first day out from Kuldja city the broad river Ili has to be crossed by a ferry. We had a long wait at the crossing, for the ferry was on the opposite bank, and the current was running likes mill-race. With infinite labour the ferry was towed by horses made fast to it by their tails upstream to a point from which it could drop down by the current to our landing. Before orossing the weary boatmen rested to take breath: but my native guard were excited and would give them no rest. "Here is the foreign great man waiting," they shouted, " and have this done; the rates are moderate; and the waiting, and yet you who have neither fathers spite of the fact that it was once called a Sink

> Finally when the ferry did push out into the even here to-day that we do not know what to stream it swung past our landing so swiftly make of it. The shocks one gets are at times could touch the bank it had been swept half a Pao, a vernacular contemporary of good standmile down stream. So we had our wait for ing, reported a case from the Mixed Court in nothing. Then we marched up the bank to which a question of debt was involved. The river, and having spent the night in a Taranchi luminary whose jurisprudence carries us back village, we crossed the next day and began the to the days before the Decalogue and who will ascent of the watershed lying between the Ili be remembered as having resorted to the most river and its chief affluent, the Tekes River.

> flowers where the partridges called us in the morning, a second night by a mountain stream Mongol encompment of tents and log cabins grouped round the Lamasery of Hunokai in the valley of the Tekes. It was a surprise to find so imposing a lamssery in such a region. It seemed as if it might have been bodily lifted from Mongolia and re-erected in these steppes. Large enough to shelter within its compound the entire village, it was five years in building, having been completed in 1899, the year before the Boxer outbreak. Four hundred Lamas are into the incense burner? We should suggest attached to the temple.

The Tekes valley consists of rich agricul- with plain iff with his right hand, then tural land, well and permanently watered. It shake hands with defendant with his left hand supports a nomad population scanty in numbers and then try to take the forty dellars out of of Hasas (Khurgiz) and Mongols, who live in the brazier. If he succeeds in doing this with tents and not in permanent dwellings. On his right hand the money should go to plaintiff: its wide pastures graze vast numbers of horses, sheep, and cattle. No attempt is made to defendant; if he fail to to take it out at all at cultivation. The fine country is being wastdesired permanently to retain this valley apart | defendant \$40 each. That is one solution, but from its advantageous position strategically. a better would be to bundle Mr. Sun off about Some day it will yield rich harvests to the husbandman. Had the Russian occupation become effective it would long age have been

dotted with farmsteads. THE MUSART PASS.

There is a ferry across the Tekes River in charge of Mengols, and one march from the river on the edge of the pine woods are the logcabins of the advanced Musart Pass left from the Russian occupation. At this point the Northern Musart River emerges from a narrow | Review.

rooky defile. Up the valley of the river among the pine woods the path winds high up the mountains until the stage is reached and shelter found in wretched log-cabins roofed with turf that have been in ruins for years. The ascent of the Musart Pass begins at this stage. From the north side the summit is reached after a steep climb of 13 miles; on the south-side the descent down the mighty Japarlik glacier is longer and more gradual. The dividing ridge is 12,000ft, above sea level. The descent down the glacier is the chief danger. Covered with débris, the surface is broken into millions of tiny tent-shaped knolls, the origin of which, says Merzbacher, is to be attributed to peculiar melting processes. Deep crevasses yawn on each side of the irregular and slippery track which signage down the glacier. The way is strewn with the skeletons of dead pack-animals. Containing wells 3,000ft, high rise on each side of the placier. The glacier itself is gradually shrinking, melting into the valley down which runs, in a wide bed of gravel in many channels, the lower Musart River. It ends in an abrupt fall of 350ft. In t'e precipitous ice-face steps have been cut, and down these the laden animals are passed singly with much care.

On a shelf in the adjacent mountain wall is the stage of Mazarbshi, where some Turkis from the plains are stationed to repair the road and render assistance to the traveller. But they work under no skilled direction and they are paid nothing for their labour; the repair of the road is a Turki obligation. It is an ill-organized service, the most inefficient possible. Neglect of the pass is cited as striking evidence of national decadence. Traders require uncommon fortitude to face its dangers, and their losses in transport animals are very great. but as there is no afternative direct route across the mountains they are forced to come this way. They carry on a trade of considerable importance, easily capable, were the road improved, of ten-fold increase. A few hundred dollars a year spent with knowledge would make a great improvement, but the dollars are not spont. China derives a considerable revenue from the traffic, but she gives nothing in return. Pitiful it is to see the hardships imposed upon these hardy traders, and pitiful to see the Chinese tea-gatherers levying burdensome tolls upon a trade conducted in spite of Government neglect.

THE TOWN OF AKBU.

Twenty miles south of the glacier, where the containing walls converge, a substantial barrier has been thrown across the valley, and here, by the double gateway, sit the Hunanese taxgatherers. This is the barrier of Khurgan. The main road east of Aksu. The town is of interest to Englishmon because it is the place one for pack suimals. As the only available of exile of Safder Ali Khan, the deposed Mir pass between two of the outlying portions of of Hunza, who here in straitened circumher empire it would be reasonable to expect that stances, far away from his people, makes a pre-China would take some measures to improve its carious living as a wine dealer. A belt of condition and minimize its perils. But China's | sand desert 20 miles wide encircles the casis ways are not the ways of other frontier Powers. of Aksu, one of the most prosperous districts " Every year the road is repaired; it is now in | in the Nan-lu. There are two towns ten miles good order." the chief Chinese military com- apart, old Aksu, the Turki town and residence of the Aksu Prince, a crowded insanitary mass But he had never visited the road himself, tortuous, undrained alley-ways; and new Aksu, a with Turkis. Goitre is conspicuous among them. A handful of old-style Chinese braves are sufficiport. Every few days throughout the year ent to preserve order. In accordance with a caravans of horses and donkeys leave from both | policy everywhere enforced in Western China no desnite the mortality among the snimals the Turkis are admitted to the police. In that case, rates are not excessive, ten to twelve roubles | in accordance with the rule applied to all native being paid for each pack animal carrying two officials in Chinese employment, they are required hundredweights. The distance is 347 miles, to adopt Chinese dress. In Aksu, as in all other divided in 13 stages, the dangerous crossing towns in the New Dominion, the best stocked being on the eighth day, and the difficult ford. shops are those belonging to merchants from ing of the river on the ninth. My own experi- Tientain, who have to transport their goods by ence during my ride across the pass was an cart or camel back across the whole width of

> In both cities the busiest houses are the pawn-Turki earnings readily find resting-place in presented by one Hindu trader and by some Afghans, the senior of whom is the British

THE ORDEAL BY FIRE

A SHANGHAI SOLOMON.

We are frequently told that China is still in the Middle Ages. Quite as often we are told that China is waking up. Which of these verdicts we are to accept depends to a large extent on the latest news. If we hear that China has actually put in hand a new currency. we say she is waking up. When we read of prisoners being tortured in the City, we talk about the Middle Ages. In Shanghai, however. we are supposed to have a Model Settlement, in of Iniquity. But we have such violent contrasts proceeding steadily throughout the year, with by other firms dealing in the minor articles of taking advantage of their proximity and adapt that the rope failed, and before the clumsy boat more than electric. A few days ago the Shen represented in the direct imports of many of the another ferry a day's journey higher up the case came before Mr. Sun, that legal absurd mediævalism a few weeks ago to deter-By the fourth day we had crossed the water- mine the ownership of a kidnapped child. On shed among glorious pine woods, having slept the present occasion the plaintiff claimed 840 in one night in a beautiful glade fragrant with settlement of a debt, but the defendant alleged that it had been repaid. His agacious Worship ruled that plaintiff and defendant should togethin a primitive water-mill kept by an aged or visit the Nanking Road temple and throw Mongol and the third night in a Turki inn in a the disputed sum of \$40 into the incense burner and that " the plaintiff be ordered to take it out with her own hand, whereby truth or falsehood shall be genuinely evidenced, as it is within the power of the spirit to show and adjudge; and thus testifying to the character of the motives of each party. In compliance with these orders they both departed,"

One minor criticism suggests itself at once, viz., who is to provide the forty dollars to be thrown that Mr. Sun provide it, and that he shake hands: if with his left hand, then the dollars should go its remains should go to the temple, and Mr. One can easily understand why Russia | Snn s ould be called upon to pay plaintiff and his business. As long as such grossly incom petent ignorant mannikins are allowed to oucupy the prominent position that Sun occupies so long will China be held up to the contempt of nations. This sort of thing is heartbreaking, and should not be tolerated. What is the use of prating about new penal codes, prison reform, and all the rest of it whilst this sort of tomfoolery is allowed to take the place of justice in the best known court in China?-National

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NEW ADVERTISEMENTS

NOTICE.

CHARLES EDWARD ANTON has been admitted a member of our JARDINE, MATHESON & Co., LTD. Hongkong, 23rd September, 1910. [1097

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on MONDAY, the 26th September, 1910, at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of electing Office-bearers for the ensuing year, &c. P. S. JAMESON,

Acting Hon. Secretary. Hongkong, 23rd September, 1910. (1098 THE HONGKONG FOOTBALL CLUB.

THE ANNUAL GENERAL MEETING of the Hongkong Football Club will be held in the Board Room, at Messrs. JARDINA. MATHESON & Co.'s Head Office, on WEDNES. DAY next, the 28th inst., at 5.30 P.M. A. G. KAVENHILL. Hon. Secretary.

Hongkong, 23rd September, 1910. [1105 THE ROYAL HONGKONG YACHT

NOTICE.

THE SIXTH ANNUAL GENERAL MEETING will be held in the Offices of the Union Insurance Society of Canton. Queen's Buildings, on FRIDAY, the 30th inst., at 5.15 P.M.

To receive the Report and Accounts for the year ending 31st August, 1910. To elect Officers for the ensuing year. And other General Business.

By Order, S. P. WARBROOK, Hon. Secretary and Tressurer. Hon kong, 23rd September, 1910. 1099

THE DAIRY FARM COMPANY, LTD. NOTICE TO SHAREHOLDERS.

THE FOURTEENTH ORDINARY YEARLY MEETING of SHARE-HOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, the 8th October, 1910, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Account to 31st July, 1910. The TRANSFER BOOKS of the Company will be CLUSED from 1st to 8th October, 1910,

both days inclusive. By Order, M MANUK, Acting Secretary. Hougkong, 23rd September, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

FITHE Steamship

Captain A. Stewart, will be despatched for the above Ports on TUESDAY, the 27th insta, at NOON.

For Freight or Passage, apply to DAVID SASSOON & Co., LTD., Agents. Hongkong, 23rd September, 1910. HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co. FOR NEW YORK VIA PORTS AND SUEZ (With Liberty to call at the Malabar Coast.)

On or about 21st "INDRAVELLI," information further apply to-SHEWAN, TOMES & Co..

General Agents. Hongkong, 23rd September, 1910. [1103

FROM EUROPE.

THE H.A.L. Steamship

"C. FERD. LAEISZ." Captain Knaisel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Ontional Cargo will be carried on unless notice to the contrary be given To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject

All broken, chafed, and damaged goods must | DAY, the 8th October, 1910. be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M. No Fire Insurance will be effected by us in | St. George's Building, for endorsement after

any case whatever This Steamer brings on Cargo: Ex s.s. "President Lincoln" from New

York. Ex s.s. "Germania" from Gothenburg. Er s.s. "Kite" from Stettin. HAMBURG-AMERIKA LINIE. Hongkong Office.

Hongkong, 22nd September 1910. [1104

ADVERTISEMENT GEW

TO LET.

WALEGANTLY Furnished or Unfurnished the SEVEN-ROOMED HOUSE known as "ALTADENA," Barker Road, the Peak Kitchen Garden, Lawn, &c.

For particulars apply to-DEACON, LOOKER & DEACON. Bolicitors, 1, Des Vonn Road Centra Hongkong, 23rd September, 1910. [1101_

NOTICES OF FIRMS

NOTICE.

WE HAVE This Day admitted Mr. ARTHUR NILSSON as Partner in our Firm. OLOF WIJK & Co., AGENCIES, LTD. Gothenburg, 1st September, 1910. [1090]

NOTICE.

TE HAVE This Day been Appointed AGENTS for the SWEDISH EAST ASIATIC STEAMSHIP Co., LTD. OLOF WIJK & C). AGENCIES, LTD. Gothenburg, 1st September, 1910. | 109:

NOTICE.

TATE HAVE This Day been Appointed VV SOLE AGENTS for the SWEDISH LLOYD S.S. Co. OLOF WIJK & Co., AGENCIES, LTD. Gothenburg, 15th July, 1910. - 1093

INTIMATIONS

GOVERNMENT OF BRITISH NORTH BORNEO.

> NOTICE. COPPER COIN.

TATARNING IS HEREBY GIVEN that a Large Quantity of HONGKONG and CHINESE COPPER COIN is being circulated in the State, and that a Proclamation will shortly be issued prohibiting the circulation of such Coin under severe penalties. The public

are reminded that the only Copper Coins which

will be received at any Treasury or Government

Office are those which bear the North Borneo Cost of Arms Until the issue of the Proclamation referred to above, foreign Copper Coin, although it will not be received at Treasuries or Government Offices, may be circulated, or paid to any persons

willing to receive it. other than a duly authorised Money Changer, FRIDAY, the 30th September, 1910. in found in possession of foreign Copper Coin to Exchange for surrender of same. the Value of \$5 or upwards will be liable to fine and forfeiture of the Coin.

By Order, A. C. PEARSON, Government Secretary. Hongkong, 17th September, 1910. (1075

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS of DAVID RUSSELI late of Kneckboy, in the County Antrim. Farmer, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probates Ordinance, 1897, made an Order limiting the time to the 29th day of October 1910, within which all creditors and other persons having any claims or demands upon by against the above Estate are to send in such Claims. All Creditors and other persons are accordingly hereby required to send particulars of their Claims to the Undersigned before the date mentioned

Dated this 9th day of September, 1910. JOHNSON, STOKES & MASTER, 1. Prince's Buildings, Ice House Street, Hongkong.

Solicitors for the Executors.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER of HENRY EDGAR, late of The Bath Club, Piccadilly, in the County of Middlesex, England,

NTOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of The Probates Ordinance, 1897 (No. 2 of 1897), made an Order limiting the time to the 29th day of October, 1910, within which all Creditors and other persons having any claims or demands upon or against the above Estate are to send in

such Claims. All Creditors and other persons are accordingly hereby required to send in particulars of their Claims before the date mentioned.

Dated this 29th day of June, 1910. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street Solicitors for the Executors. 1046]

DES PULPES ET PAPETERIES DU TONKIN.

First Call of Dollars Ten (\$10) HAIPHONG CURRENCY, Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG CURRENCY, per Share will be made on the Preferred Shares of the above Company on the

1st October, 1910. Payment must be made to the Hongkone AND SHANGHAI BANKING CORPORATION, The BANQUE DELL' INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATUR-

The Provisional Certificates may be sent in to Messrs. Lowe, BINGHAM & MATTHEWS, payment has been made, on surrender of the Bankers' Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors. T. F. HOUGH, Chairman.

Hongkong General Purposes Committee. Hongkong, 1st September, 1910.

PUBLIC COMPANY

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEET ING of SHAREHOLDERS in the above Company will be held at the Company's Offices, TO MORROW (SATURDAY), the 24th September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 30th June, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 24th Sept. both days inclusive.

DOUGLAS, LAPBAIK & Co., General Managers.

Hongkong, 3rd September, 1910.

INTIMATIONS

KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING of the above Club will be held in the Club House, on TUESDAY, the 27th inst., at 5.15 P.M. T. CHEE.

Hon. Secretary, Hongkong, 16th September, 1910.

NOTICE.

FYTHE DRAWING of 60 DEBENTURES of the CLUB GERMANIA, Payable on FRIDAY, the 30th September, 1910, will be held at the Club, at 6 o'clock, on THURSDAY. the 29th September, 1910. Bearers of Debentures are invited to attend he Drawing.

BUNE, Hongkong, 20th September, 1910.

For the Committee,

HONGKONG CLUB.

NOTICE. TIME EIGHTEENTH DRAWING OF A. SIXTY-FIVE DEBENTURES of the Hongkong Club (1896 issue, \$100.00 each FFICES in Des Voux Road, Central was held in the HONGKONG CLUB HOUSE, on SATURDAY, the 17th September, 1910, Apply to-

TOL Y	Percen	ption:				
	1	313	760	1130	1479	
	36	338	789	1158	1538	4 1
1	84-	349-	794	1168	1585	1.5
	98	466 -	798	1206	1637	
	136	578	937	1233	1694	
-	155	582	952	1313	1740	
	156	608	1018	1340	1766	144
	188	618	1023	1343	1784	4 , ,
	191	630	1048	1361	1791	
	209	649	1064	1392	1805	
	222	675	1083	1403	1905	
	263	684	1096	1409	1943	
	287	739	1112	1448	2000	

and will be Payable at the Hongkong AND After the issue of the Proclamation any person, Shanghai Banking Corporation. on

By Order. JAMES CRAIK, Secretary. Hongkong, 17th September, 1910.

HONGKONG JOCKEY CLUB.

NOTICE:

THE HALF-YEARLY MEETING of Members of the above Club will be held on SATURDAY, the 1st October, 1910, at 12 o'clock Noon, at the Office of the JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEXE, Chater Road.

Certain improvements and additions to the Private Stand accommodation in the Jockey Club Compound being in contemplation, the plans pertaining to same are open for inspection at the Club Offices above-mentioned any day between now and the date of the Half-Yearly Meeting. Said plans will be on view during the Meeting, when they may be discussed.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 17th September, 1910. [1074]

H.M.S. "BEDFORD" RELIEF

FUND. ENTERTAINMENT.

In Aid of the above will be held

HALL,

ON THE EVENINGS OF THE 15TH AND 17TH OCTOBER, 1910.

Further particulars will be announced later. Hongkong, 22nd September, 1910. [1095]

WANTED

WANTED.

REQUIRED by a FIRST CLASS MER-CANTILE HOUSE (Export and Import) in Hongkong an experienced man of business to act as COMPRADORE. Good references and security to the extent of at least \$50,000 required. Apply in writing to-

Messis. JOHNSON, STOKES & MASTER, Prince's Buildings, -Ice House Street.

Hongkong, 21st September, 1910.

WANTED.

T ARGE AIRY OFFICES and SHOW the new Seaman's Institute, Praya East, I ROOMS, as soon as possible, by a Long Established Mercantle Firm. Rent about

Care of " Daily Press " Office. Hongkong, 22nd September, 1910. 11094

WANTED.

TYOUSE at the PEAK.

Apply-CHARI RUMAH, Care of "Daily Press" Office, Hongkong, 19th September, 1910. 1071

WANTED.

TOOARD and RESIDENCE for Young

Man (19), from Middle of November. Peak or Higher Level. Please apply "NOVEMBER." Care of "Daily Press" Office. Hongkong, 12th September, 1910. [1043]

TO LET

TO LET.

FFICES, Hotel Mansions.

Apply to-HENRY HUMPHREYS. Alexandra Buildings. Hongkong, 2nd February, 1910.

ODOWN, No. 4, New Prays, Kannady Town. THE HONGKONG LAND INVEST-

TO LET.

MENT & AGENCY CO., LD. Hongkong, 1st September, 1910. TO LET.

N No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, ROOMS suitable for Offices. BOOK EARLY One GODOWN in MASON'S LANE. Apply to-

DAVID SASSOON & Co., LTD. Hongkong, 8th March, 1910. TO LET.

TO: 2, HOLLYWOOD ROAD. Immediate Personion. ARRATOON V. APCAR & Co., 14. Des Voeux Road Central. Hongkong, 4th July, 1910.

TO LET.

King's Buildings. OFFICES facing the Harbour lately in occupation of Messrs, JARDINE,

MATHESON & Co., LID. THE HONGKONG LAND INVEST-MENT & AGENY CO., LD. Hongkong, 1st September, 1910.

TO LET. corner of Ice House Street

MESSRS. PERCY SMITH & FLEMING. 5, Queen's Road. Hongkong, 2nd June, 1910. TO LET.

MODERATE RENTAL. HOUSES in Observatory Villas (5 Rooms), Kowloon. Electric and Gas laid on, Tennis Court. Apply to-

ARRATOON V. APCAR & Co.,

14. Des Voeux Road, Central, 1st Floor, Hongkong, 28th July, 1910. TO LET. CELF-Contained FLATS, NATHAN ROAD,

Kowloon, with Gas, Electric Light and Telephone in each Flat. Apply to - J. HENNESSEY SETH, No. 4, Ice House Street. Hongkong, 2nd July, 1910.

TO LET. NYOS. 19 and 23, SHELLEY STREET, ney 5-Roomed Houses. 1 HOUSE in Balilion Torraco. OFFICE in BEACONSFIELD ARCADE. No.9, BEACONSFIELD ARCADE (Shop). C. M. S. PEAK BUNGALOW, MOUNT KELLET, Furnished, for 7 months from 1st

November, 1910. No. 57, PRAYA GRANDE, Macao. FOR SALE.—TOR CRUST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to- LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hougkong, 17th September, 1910.

TO LET. GODOWN, No. 5A, DUDDELL STREET.

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st September, 1910.

TO LET.

TEW and COMMODIOUS SHOPS, Nathan Road, Kowloon, Immediate Possession, Cheap Rentals.

KOWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to-HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 1st December, 1909,

TO LET.

TO. 21, CONDUIT ROAD, Gardens. Nos. 1 and 2. BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suit able for Boarding House. GODOWNS, 151 to 155, PRAYA EAST, OFFICES No. 2, Connaught Road, 3rd

Floor.

A HOUSE in Wong Nei Cheng Road. OFFICES in YORK BUILDING. No. 10, DES VŒUX ROAD CENTRAL. 1st floor. SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door.

Apply to-THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 9th September, 1910.

Also New EUROPEAN FLATS, adjoining

NOTICE.

THE beg to inform our Lady THE Basiness of the above Bank is Customers that Establishment will be CLOSED at 5.30 P.M. every day, commencing per cent. per annum. from 5th September, for One Month only, owing to our FASTING SHANGHAI BANK to be placed on FIXED HOLIDAYS.

HOOSAIN-ALI & Co., No. 14, Queen's Road Central. Hongkong, 5th September, 1910.

ENTERTAINMENT BANKS

THEATRE BOYAL. THE CHARTERED BANK OF INDIA HONGKONG. AUSTRALIA AND CHINA FLYING VISIT INCORPORATED BY ROYAL CHARTER, 1853.

TO-NIGHT AT 9 O'CLOCK.

THE EXCEUCIATINGLY FUNNY PLAY

BY ARTHUR LAW.

SPECIAL MUSICAL NUMBERS.

MISS GEORGIE CORLASS AS

"NANOY."

POPULAR PRICES ... \$3, \$2 & \$1.

Plans at MOUTRIE & Co.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 m.m.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

BANKS

TEDERLANDSCH-INDISCHE

HANDELSBANK.

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000

Subscribed Capital Fl. 12,378,100 (£1,031,500)

Reserve Fund Fl. 2,754,338,09 (£229,528)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS

THE WILLIAMS DEACONS BANK,

SWISS BANKVEREIS.

12 months 4% per annum.

CHARTER),

HEAD OFFICE: TAIPEH, FORMOFA.

BRANCHES AND AGENCIES:

Tainan

Tameni

Tekyo

D. TOHDOW, Manager.

Yokehama

Gold \$3,250,000

Gold \$6,500,000

AGENTS

N. S. MARSHALL,

Manager,

No. 9, Queen's Road, Central

Swatow

Nagasaki

Shanghai

HONGKONG OFFICE:

3. DES VŒUX ROAD.

INTERNATIONAL BANKING

CORPORATION.

CAPITAL PAID UP Gold \$3,250,000

(about £1,500,003.)

HEAD OFFICE: 69, Wall Street, New York.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LD.

THE CAPITAL & COUNTIES BANK, LIMITED.

ALL OVER THE WORLD.

accepts Fixed Deposits at the following rates:

Hongkong, 17th August, 1910.

For 12 months 4½ per cent. per annum.

HONGKONG SAVINGS BANK._

L conducted by the HONGKONG AND

SHANGHAI BANKING CORPORA-

TION. Rules may be obtained on application.

INTEREST on deposits is allowed at 35

Depositors may transfer at their option

For the Hongkong and Shanghai

BANKING CORPORATION.

N. J. STABB,

Acting Chief Manager,

balance \$100 or more to the Hongkong and

DEPOST at 4 per cent. per annum.

Hongkong, 16th July, 1910.

AND

Kobe

Osaka

Hongkong, 12th September, 1910.

RESERVE FUND

BRANCHES

For 3

Canton

Foodhow

Keelung

on application.

No. 16, Des Voeux Road Central.

C. WOLDRINGH, Manager,

6 do.

Hongkong, 4th August, 1909.

(NETHERLANDS INDIA COMMERICAL BANK).

SIEMSSEN & Co.

Hongkong, 31st July, 1907

Pongkong, 6th March, 1907.

COMEDY CO.

HEAD OFFICE-LONDON. ONE NIGHT ONLY PAID-UP CAPITAL £1,200,000 RESERVE FUND£1,600,000 RESERVE LIABILITIES OF PROPRIE-WARWICK MAJOR'S

INTEREST sllowed on Current Account at the rate of 2 per cent. per annum on the Daily balazioss. On Fixed Deposits for 12 months 4 per cont.

WM. DICKSON. Manager. Hongkong, 27th April, 1910.

EUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP...Sh. Tack 7,500,000

HEAD OFFICE-SHANGHAL. BOARD OF DIRECTORS, JERIJE, BRANCHES:

Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtan, Kobe, Yokohama, Singapore. Founded by the following Banks and

KORNIGLICHE SERHANDLUNG (PREUBHISCHE STAATSBANK) Berlin, DIRECTION DER DISCONTO-GESELLECHAFT DEUTSCHE BANK S. BLEICHROEDER

Bankers:

BERLINER HANDELS GESELLSCHAFT Berlin. BANK FUER HANDEL UND INDUSTRIK ROBERT WARSCHAUME& Co. MENDELSBOHN & Co. M. A. VON ROTHSCHILD & Frankfurt a M. SOMENH JACOB S. H. STERN NORDDBUTSCHE BANK IN HAMBURG, Hamburg SAL OPPENHEIM, JR., & Co., Koeln.

LONDON BANKERS: Meserc. N. M. ROTHSOHLLD & Son: THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN). LONDON AGENCY DIRECTION DER DISCONTO GESELLECHATT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and exchange business transacted. A. KOEHN.

Hongkong, 4th December, 1907. BRANCHES AND AGENTS all over the THE MERCANTILE BANK OF

THE BANK transacts every description of AUTHORISED CAPITAL ... £1,500,000 Banking and Exchange business, receives money SUBSCRIBED in Current Account at the rate of 2 per cent. per PAID-UP annum on Daily balances and accepts Fixed Deposits at the following rates:— RESERVE FUND ...

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEPOSITS: FIRE BANK OF TAIWAN, LIMITED. For 12 months 4 per cent.

EVAN ORMISTON. INCORPORATED BY SPECIAL IMPERIAL Manager. Hongkong, 26th April, 1910 Capital Subscribed (paid up) ... Yen 6,250,000

> LIMITED. CAPITAL PAID-UP Yen 24,000,000 RESERVE FUND , 16,250,000

HEAD OFFICE-YOROHAMA. BRANCHES AND AGENCIES. Tokyo London Ban Francisco Nagasaki Lyons New York Shanghai Interest allowed on Current Accounts Bombay Tientain Hankow Deposits received on terms which may be had Newchwang Peking Antung Port Arthur Liovang

> HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 4-2 per annum TAKEO TAKAMICHI.

HONGKONG AND SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL

RESERVE FUNDS:-STEBLING £1,500,000 at 2/-=\$15,000,000 SILVEE

RESERVE LIABILITY OF PROP'TORS \$15,000,000

The Corporation transacts every description of Banking and Exchange Business, receives COURT OF DIRECTORS. money on Current Account at the rate of G. BALLOCH, Esq.—Chairman 2 per cent. per annum on daily balances and ROBERT SHEWAN, Esq. - Deputy Chairman. F. H. Armstrong, Esq. | S. A. Levy, Esq. Andrew Forbes, Esq. F. Lieb, Esq. G. H. Medhurst, Esq.

> CHIEF MANAGER: Hongkong-J. R. M. SMITH.

Shanghai—H. E. R. HUNTER, LONDON BANKERS

HONGKONG-INTEREST ALLOWED On Current Account at the rate of Two per cent. per Annum on the daily balance.

ON FIXED DESITE.

Hongkong, 26th August, 1910.

Hon. Mr. H. Keswick E. Shellim, Esq.

MANAGER :

For 3 months, 22 per cent. per Annum. For 6 months, 32 per cent. per Annum. For 12 months, 4 per cent. per Annum. N. I. STABB.
Acting Chief Manager

BAYERISCHE HYPOTHEREN UND WECHSEL-BANK, MUENCHEN.

Manager

INDIA, LIMITED.

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

For 6 , ... 32 per cent.

WOKOHAMA SPECIE BANK

THE

Tieling Chiang Chun Mukden Kobe

Hongkong, 14th March, 1910 LONDON OFFICE: Threadneedle House, E.C.

C. R. Lenzmann, Esq. H. A. Siebs, Esq.

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

ocean steam navigation was in its infancy

below the speed of the great Cunarders, and

are moderate in relation to the dimensions of

the ships. The engine-powers and coal con-

sumptions are, of course, much reduced in

consequence of the lower speeds accepted,

capacities than the Lucitania and Mauretania

Opinions may differ in regard to the probability

for most of the voyages made each year, and

termediate type rarely find cargoes, even when

coming eastwards, which bring them down

to their deep-load lines. All these facts, and

many more which affect earning power in relation to first cost and working expenses of the

great ships, will certainly have been consid-

ered by experienced shipowners like Mr.

Booth, Mr Bruce Ismay, Herr Ballin, and their

collengues on the boards of management of

these great shipping companies before they

formed and acted upon the decision to race the large expenditure unavoidable in the

circumstances. Lord Pirrie has publicly stated

proximately one-and-a half million sterling, and

those competent to form an opinion on the

subject do not regard that estimate as extrava-

gant when the size, passenger accommodation,

and engine power of the ship are taken into

Further increase in the size of steamships

would undoubtedly be accompanied by economy

in the cost of over-sea transport of cargoes.

Brunel understood and clearly stated this law

nearly 60 years ago, and it is of universal

application when ships are under way at sea.

On the other hand, if increase in size and

cargo capacity should be associated with longer

pariods in port, made necessary by the collec-

tion, shipment, and discharge of larger cargoes.

or if, as a rule, full cargoes could not be secured

for these very large ships, the consequent diminution of earning power, together with the

increased first cost of the ships, the larger

allowances for depreciation and interest on

capital, and the lessened proportionate service

at sea, might outweigh any economies in cost

of transport obtained by increased dimensions. In this way it is possible that a limit may be

put to increase in size. Moreover, the great expenditure involved in the provision of suitable

accommodation for very large ships in docks

and harbours is already felt by the proprietors

and authorities. Large expenditure has been

faced at I ondon, Liverpool, Southampton, New York, and other ports in deepening and wide-

ning channels, constructing floating and dry

that the first cost of the Olympic will be ap-

size and speed shall stop.

THEATRE ROYAL.

FOR ONE WEEK ONLY.

The Incomparable

And the same Original Company that Mystified

And all the Principal Cities of the World ON C OF ELABORATE 1 1 New Illusions
Magical Apparatus 1 1 STARTLING PEATS UU and SENSATIONAL SURPRISES Special Scenic and Electrical Effects

POSITIVELY THE GREATEST SENSATION THE WORLD HAS EVER KNOWN

EXTRA ADDED SPECIAL FEATURES , NICOLA'S Challenge Hand Cuff SENSATION Nothing on earth has yet been found that can hold Nicola a prisoner WHIPPLE & ADAMS GEORGE NADOLNY Refined Singing and Dancing Artists America's Greatest Eccentric Juggler DOBSKI MARGUERITE SUTTON

The King of Laugh Provokers The Peerless Psychic Marvel TWO SOLID HOURS OF LAUGHABLE MYSTIFYING AND EDUCATING ENTERTAINMENT

COMMENCING WEDNESDAY, OCTOBER 5TH, 1910.

Booking at Robinson Piano Co.

Nutritious

DELICIOUS.

DIGESTIBLE.

(Parastal WA

than Ordinary

VSOZODOM. COWDER Deanuing & Beautifying DEELL PREPARED FROM A COLLECTION OF THE PUREST & CHOICEST INGREDIENTS

Sozodont

Everyone uses a toothwash or powder. Most are not satisfied and try one after another. And still the teeth are not as white and hygienically clean as they should be. . Let them try SOZODONT.

It does what is wanted and is the most pleasant dentifrice one can use-fragrant, smooth, and antiseptic. Ask your dentist to tell you how good "Sozodont" is. Borodont is in three forms-powder, liquid, and paste : each equally effective.

"PLASMON is the Best part of Nature's Best Food-

PLASMON

COCOA

MILK, and increases the food value enormously."

Of all Chemists, Grocers and Stores.

Plasmon, Limited,

London.

is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys. these pills. They are a skilful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at lault, even a lew doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of.

Sold everywhere in boxes, price 9id., 1/11 & 2/9. COLEMAN'S

TAKE

SHOULD

WINCARNIS, THE GREATEST TONIC THE WORLD.

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THE GROWTH OF STEAMSHIPS.

(BY SIR WILLIAM H. WRITE, K,C,B.) Three years have not elapsed since the superstructures represent nearly 4,000 tens on the whole, it does not pay.

Lusitania and Mauretania began their Trans- (gross). The "under-deck" tennage of the A distinguished French naval officer said Atlantic service, taking " pride of place" as the largest and swiftest steemships affect. There tons for the Great Eastern. Brunel worked un-is no indication as yet, of an intention to build der great disadvantages as compared with his quaint saying expresses an unquestionable. swifter ships for that service; but the White successors of to-day in regard to materials of truth; increase in dimensions of ships is, as a Star Line has two larger ships far advanced in construction; yet by skilful structural design rule, accompanied by greater steadiness, better construction by Mesers. Harland & Wolff. and close attention to details he produced a behaviour, and more uniform maintenance of The Hamburg-America Company has recently vessel in which the weight of hull in proper speed in stormy weather. The benefits to be ordered a steamer which will be larger and tion to dimensions, displacement, and carrying derived from enlarged size are, however, most swifter than the Olympic and Titanic, and power compared favourably with the correspond- sensible up to the point at which the dimensions the Cunard Company is said to be considering ing proportions in the largest steel-built vessels of ships become great in proportion to the designs for still larger vessels. At the annual of the present day. The largest mercantile largest storm waves likely to be encountered. meeting of the Cunard Company the Chair- steamships on service at the date of the Great For the Transatlantic service we now possess the man (Mr. A. Booth) expressed his belief Eastern's appearance were only about half her results of 50 years' continuous experience and that the future of the New York trade length and less than 20 per cent. of her tonnage, observation, not merely of the behaviour of rested not with the 10,000 ton cargo boat, and were driven by engines of one-half the steamships of various types, but of the sizes of but with the 40,000 or 50,000 ton vessel, com- total power fitted in the big ship. When Atlantic waves and conditions of weather. bining passenger and cargo capacity"-in these facts are remembered a better idea Speaking broadly, it may be asserted that a point other words with giant vessels of the "inter- can be formed of the magnitude of the has already been reached where the dimensions of mediate" type. Coming from so high and problem which Brunel faced and solved. It may ships in proportion to the lengths and heights responsible an authority this expression of have been, and probably was, a mistake to at- of the largest waves are such as to secure the opinion is likely to be followed by action, and tempt half a century age the construction of a power of maintaining practically uniform the competition for possession of the "biggest ship affort" is obviously not ended. In such circumstances it may well be asked—Where-knots, in association with the provision of the sea. An experienced commander of unto will this thing grow? How will the limit accommodation for 3,000 to 4,000 passengers Transatlantic steamships, in a recent conversaof size for mercantile steamships be determined? and a considerable cargo; but that project tion with the writer, remarked that in the In the following table are set out the principal received the support of business mon when it largest vessels now at work the decision whether dimensions and particulars of the above-named was put forward by Brunel, and his personal or not to "carry-on" at full speed in very steamers, so far as they have been made known | concern was rather with the professional than | bad weather had to be based on the consideraby owners and builders; and the corresponding with the commercial aspects of the question. On tion of possible damage to superstructures, figures for the Great Eastern have been added. the professional side he achieved complete success | navigational appliances, and fittings of ships, The uniform draught of water of 34ft. has been and produced a ship which was strong, stable, and not upon the possibility of driving them assumed in this table, that being the deep-load capable of realizing her designed speed, and pos- through the heaviest seas with little loss of draught at which the Lusitania and Mauretania sessing her intended passenger accommodation speed. This statement is undoubtedly correct; are working. All these great ships could, of and carrying power. All ship designers have benedit is borne out by the remarkably uniform percourse, be safely loaded to deeper draughts, if fited largely from the construction of the Great

appropriate depths of water were available at Eastern, although they have not absolutely terminal ports and at all times of tide. Ex- followed the methods of Brunel and none of with the depth of 40ft, at low water, which is available, or will soon be available, in the Ambrose Channel at New York, the load draught of 34ft cannot be much increased with due regard to safe working conditions. At Liverpool, although magnificent work has been done during recent years in dredging deeper channels, the latest reports indicate that the depth over the bar at low water 32ft. and in the channel to the landing-stage 31ft.: consequently at or near low water ships having a draught of 34ft, are still delayed in entering and leaving port. At Southampton the latest scheme contemplates dredging to depth of water of 35ft. (l.w.s.t.), and here a draught of 34ft, is clearly the maximum which can be contemplated if the largest ships are to

epter and leave at all times of tide. For the assumed draught of 34ft, the displacement tonnages given in the table are believed to be approximately correct. They differ from some published statements, but that difference is probably due to an assumption that the ships would be laden to greater draughts. In some instances as much as 41ft. draught has been assumed in estimating displacement, the practical conditions of service and of depths of water at terminal ports having been ignored. It must be added that the figures given for horse-powers are necessarily only estimates, but if the speeds said to be contemplated are attained the horse-powers named will not be very different from these which will have to be developed on service.

The new vessels of the White Star and Hamburg-America Lines represent a prest step in advance of the largest Transatlantic steamers of the "intermediate" type previously built.
The Adriatic, for example, which was launched about the same time as the Mauretania, is nearly 726ft. in length (over-all), 751ft. broad, 58ft. deep. 24,500 tons (gross), and is propelled by twin-acrew reciprocating engines of about 15,000-h.p. at an average speed of 16 to 17 knots.

The North-German Lloyd's steemship George Washington, which made her maiden voyage last year, is about equal in length to the Adriatic, is 78ft, broad, 54ft, deep, of 25,500 tons (gross), has engines of 20,000 h.p., and has made passages at an average speed of 19 knots. At a load draught of 33ft, her displacement is said to be about 37,000 tons, and her cargo capacity 13,000 tons. The largest ship of the Hamburg-America Line now on service, the Kaiserin Augusta Victoria, was built in 1905. She is nearly equal to the Adriatic in tonnage, about 2ft. broader, and 30ft. shorter. The vessel just ordered will be 30 per cent. longer than the Kaiserin and 80 per cent. greater in tennage. From the foregoing figures it will be seen that the last five years have been marked by rapid and enormous increase in the dimensions of steamships, the "biggest ship" laid down hawing been speedily deprived of that distinction. The contrast between existing conditions and those which formerly prevailed is remarkable. More than 40 years after the Great Eastern began her Transatlantic service (June 17, 1860), she remained unsurpassed in size, although the chief features of her design had been determined by Brunel in 1852-3. Commercially that ship was a failure; from the scientific and technical sides she will always remain a marvel of professional skill and courage in facing new conditions and going far Bayond precedent. Until the Cedric of the White Star Line was built (1903), the Great Eastern was not surpassed. The two ships were of equal length, the Cedric was 8ft. less

2,00 tons greater in displacement; and she docks, and providing generally for ships of the had a gross tourage of 21,000 tons, as against largest size; but it is possible that on this side 18,915 tons for the Great Eastern. The older also commercial considerations may prevail, and ship had practically no superstructures above the rapid progress in dimensions of the last few the upper dock, whereas in the Cedric these years be checked simply because it is found that,

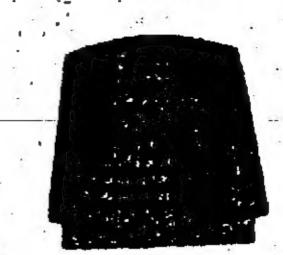
Cedric is about 17,100 tons, as against 18,800 long age that experience proved "the sea to formances of the Lusitania and Mauretania over long periods and in all conditions of weather. Consequently, from the point of view perience seems to show, however, that even them has had occasion to take so great a step of behaviour and the maintenance of uniform beyond precedent as was taken by him when speed, no further considerable increase in size in Transatlantic steamships seems to be The last half-century has witnessed preat necessary. No doubt it is possible to provide improvements in the materials and methods of more varied, extensive, and luxurious accomshipbuilding and in marine engineering; there | modation in larger ships, and some slight improvement in average behaviour may ac-

is consequently no reason for supposing that company increase in dimensions. Many further increase cannot be made in the dimenpassengers even now prefer to cross in slower sions and speeds of ships if commercial considerations should make that course desirable, and but very comfortable intermediate steamships if the necessary financial provision were made of large size and moderate engine power; for the construction of larger ships and for their preference is likely to continue and may suitable dock accommodation at terminal ports | ensure satisfactory employment for the larger Shipowners and dock proprietors, not naval vessels now building or for still larger vessels. architects and marine engineers, will have to | On the other hand, high speed and quick pasmake the decision where and when increase of sages will always be sought for by many, if not most, persons to whom time is important. With turbine propulsion it is possible to pre-It has been explained above that the latest vent any sensible vibration and to avoid disadditions to the dimensions of ships have been comforts such as are inevitably experienced in made in vessels of the "intermediate" type, for which the speeds contemplated are considerably

swift steamers driven by reciprocating engines. Everyone who has taken passage in the Lusitania or Mauretania since their screw propellers have been changed will confirm this statement, and there can be no question us to the possibility of securing equally satisfactory conditions and the vessels will possess much larger cargo- even if still faster and larger vessels should be required. In view of what has happened in the past, it is not possible to predict what will hapof this great cargo capacity being fully utilized | pen in future, but it seems certain that commercial considerations will predominate. -The it is understood that existing ships of the in- Times.

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SHIPPING IN PORT.

Anghin, German str., 1,600, C. Kümpel, 18th Sept.—Bangkok 9th via Swatow 17th Sept., Rice and Meal-Butterfield & Swire. BUJUN MARU, Japanese str., 1,300, Y. Fuseno, 11th Sept.-Shanghai and Swatow 10th Sept., General-Osaka Shosen Kaisha.

CARL DIEDERICHSEN, German str., 774, Chr. Sivegensen, 18th Sept .- Haiphong and Hoihow 17th Sept. General-Jebsen & Co. CHENAN, British str., 1,350, Lloyd Jones, 11th Soptember-Shanghai 8th Sept., General-Butterfield & Swire.

CHOISING, German str., 1,021, Bruhn, 21st Sept.—Bangkok 14th Sept., Rice-Butterfield & Swire.

COWRIE, British str., 3,055, J. Fallas, 7th Sept. -Singapore 1st Sept., Kerosene Oil-Asiatic Petroleum & Co. FOOSHING, British str., 1,423, T. Lishman, 15th

Sept .- Java 6th Sept., Sugar-Jurdine, Matheson & Co. GLENFARG, British str., 2,053, W. L. Hartnell,

19th Sept.-Java via Labuan 13th Sept., Sugar-Shewan, Tomes & Co. GREGORY APCAR, British str., 2,961, S. H. Belson, 19th Sept .- Singapore 14th Sept.,

General-David Sassoon & Co., Ld. IAIYANG. British str., 1,362, A. E. Hodgins, 21st Sept.-Foochow, Amoy and Swatow 20th Sept., General-Douglas, Lapraik &

HELENE, German str., 771, H. Bendixen, 21st Sept.-Tourane 16th and Hoihow 20th Sept., General-Jebsen & Co.

INVERESK. British str., 3,206, A. H. Smith, 16th Sept.—New York 30th July, General —Jardine, Matheova & Co. JAPAN, British str., 3,806, A. Stewart, 20th

Sept .- Moji 16th Sept., General-David Sassoon & Co., Ltd. JOSHIN MARU, Japanese str., 702, H. Muraya-

ma, 21st S-pt.—Swatow 20th Sept., Tea and General-Osaka Shosen Kaisha. KIANG PING, Chinese str., 1,222, H. Udden,

5th September-Chinkiang 30th August, General-Tung Lee & Co. Kunchow, British str., 1,460, J. D. Martin 27th August-Saigon 23rd Aug., General

-Ying Sang & Co. KWANGLEE, Chinese str., 1,468, Lincoln, 21st Sept.-Shanghai 18th September, General -C. M. S. N. Co.

LAERTES, British str., 1,340, H. C. D. Frampton, 11th Sept.-Saigon 6th September, General-Wo Fat Sing. LENNOX, British str., 2,361, D. Reid, 1st Sept.

-Keeling 30th Aug., General-Dodwell MANDASAN MARU, Japanese str., 3,246, Yamamoto, 21st Sept.—Miike 15th Sept., Coal— Mitsui Bussan Kaisha.

MANSHU MARU, Japanese str., 3,254, H. Hinokums, 20th Sept .- Moji 12th September. Coal-Order. MEEFOO. Chinese str., 1.339. Froberg, 9th.

Sept.—Shanghai 4th September, General— C. M. S N. Co. No. 3 KEKON. Japanese str., 3,778, T. Takai, 17th Sept .- Moji 11th Sept., Coal-Order.

PHEUMPENH. British str., 1,065. J. H. Scott. 20th Sept - Saigon 16th Sept. Rice -PROMETHEUS, Norwegian str., 1,024, O.

Kerneliensen. 15th Sept.-Manila 12th September, General-Aagaard, Thoresen RUBI, British str., 1,618, R. Rodger, 19th

September-Manila 17th Sept., General-Shewan, Tomes & Co. Samsen, German str. 998, R. Petersen, 18th

Sept.-Bangkok 11th Sept., General-Norddeutscher Lloyd. Shibetoro Maru, Japaneso str., 2479. Atsumi, 15th Sept .- Wakamatsu 8th Sept ..

Coal-Osaka Shosen Kaisha, SPIR. Norwegian str., 871. Solum, 14th Sept .-Quang Chow Wan 12th September, Salt-Aagaard, Thoresen & Co.

SUNGKIANG, British str., 987, H. A. Hards, 15th September-Amoy 12th September, General -Butterfield & Swire, SUVERIC. British str., 4,011. L. S. Cowley. 19th Sept.-Manila 17th September, Hemp-

Dodwell & Co. TENYO MARU, Japanese str., 7.265, W. C. T. S. Filmer. 14th Sept - San Francisco via Ports 16th August, General-Toyo Kison Kaigha.

Tungshing. British str., 1.173, Hussay. 20th Sept. - Wakamatsu 14th Sept., Coal-Jardine, Matheson Co.

WOHU, British str., 1.227. A. Lucker, 4th September-Shanghai 31st Aug., General -Butterfield & Swire. YUENBANG, British str., 1.128, P. H. Rolfe,

19th Sept.- Manila 16th Sept., General-Jardine, Matheson & Co.

ARROW, British barque, 2.971, McIvor, 20th May-Anjer 8th April, Kerosene Oil-Standard Oil Co.

DRUMEITAN. British 4-masted barque: 1.799. Swatt, 27th Angust-Menado 30th July, Ballast-Standard Oil Co:

67-12

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Humidity

Wind Direction

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Rain

Superior-to-Emulsions or-Cod-

Each tiny Morrhuol capsule re-

presents the medicinal value of a

Recommanded at the Paris Aca-

demy of Medicine, for loss of

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Sold in bottles of 100 Capsules.

Sold by all Chamists.

consumptive tendencies,

Liver oil.

teaspoonful of oil.

Force ...

Thermom, 4 P.M. 88

East

Highest open air Temperature on 21st......88

Lowest open sir Temperature on 21st 79

MESSES, FALCONER & CO.'S REGISTER.

September 22nd.

Barometer 9 A. M. 29 97 | Therm. (Wetbuilb) 0 A.N 78

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Malayan Compani	Singapore Ernser & Co.'s Prices, August 17	Dividends	Par value each share £1. Calla paid up are:—	Mala	уац Сотраціев.	Bingapore Braser de Co. k Prince August 17.	Dividenda
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	TRON, Steel, Metal and Hardware Merchantz Wholesale and Retail Ironmongers, Pi- Iron and Foundry Coke Importors, General Storekeepers and Shipehandlers, Nos. 35 & 37 Hime Leone Street, (2nd St., west of Central Market). Telephone No. 515. [496]
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NULTUES TO CONSIGNEES
NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND

BINGAPURE. THE Steamship

at 4 p.m.

"GREGORY APCAR." having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 21st inst. will be landed at Consignees' risk No Fire Insurance has been effected.

the Undersigned. DAVID SASSOON & Co., LTD., Hongkong, 19th September, 1910. NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE

Bills of Lading will be countersigned by

NOTICE TO CONSIGNEES. THE Steamship

"PRINZ EITEL FRIEDRICH.

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazard. one and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 27th inst, will be subject o rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 27th inst., at 9 30 A.M. All. Claims must reach us before the 1st October, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Barometer 4 P. M. 29.90 | Therm. (Wetbulb) 4 P. M. 77 | Undersigned.

NORDDEUTSCHEE LLOYD, MELCHERS & Co., General Agents Hongkong, 20th September, 1910.

NOTICES TO CONSIGNEES AUSTRIAN LEOYD'S STEAM NAVI-GATION COMPANY. NOTICE TO CONSIGNEES. bestly to all a page and provinces the FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOYBAY, COLOMBO, PENANG AND SINGAPORE. THE Company's Steemskip having arrived, Consigneds of Cargo are hereby informed that their Goods are being fanded at their risks into the hasardons and/or extra descrious Godowns of The Hongkong and Kowicon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

The Steamer brings Cargo from Venice ex s.s. Alminsa "Tebe," and Metoovich "transhipped at Trieste. Triesto ox . s.s. "Kouber," transhipped Optional Cargo will be discharged here unless otice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon on the 23rd inst, or they will not All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 10 A.M. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Hongkong, 16th September, 1910. "MOGUL" LINE OF STEAMERS. NOTICE TO CONSIGNEES. FROM GLASGOW, LIVERPOOL AND CYONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holts Wharf at Kowloon, whence and/or from the wharven No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject All Claims against the Steamer must be presented to the Undersigned on or before the 16th Oct., or they will not be recognized. All broken, chaied, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 2.30 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LTD., mark, and delivery can be obtained as soon as Goods not cleared by the 21th inst, at 6 P.M., Fig. Hallbut

Hongkong, 16th September, 1910. "INDRA" LINE LIMITED. the set to the total and the second NOTICE TO CONSIGNEES. - 15 Aug 17 (1/28) (1/2 Tam Shou Yu-Centon Fresh FROM NEW YORK. 4 Lie Ya-Carpinstin Hai-Crabs having arrived from the above Port, Consigness Mak Yu-Cuttle Fish........... 14 Mang Yu-Dab.... of Cargo are hereby informed that their Goods are being landed and placed Ar THEIR MISK in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or outre, hazard-And Tana Shut Sin-Rels, Fresh ous Godowns at Kowloon, where each consignment will be sorted out mark by Was Wong Sin-Eals, Yellow

Lug HA Lobsters

Shi En-Mackerol

Chai Til-Mullot

Mong Yu-Mong Fish

Kai Kung Ya-Parrot Fish ...

Ham The Yda Piko

Pak Ch'ong-Pomfret, White,

Mine Har Prawns

Pi Pasa-Raj

Sa Yth Shark

Shang Xin-Balmon, Fresh Water ... --

Po Yu-Skate.

Bik Kau Kung -Rock Fish 16

Shang H6 Oysters

Han Chiong-

Chur Ya -Roach

AXE Ma Yan Yal Salmon, Canton

Tar Sa Yu Golde

Wan Yd-Tench

Kok Yu Turtles, small fresh

DPUS Kam ShaniRing For Apples

Tso Han Ya-Turboting

Pak Bit Yu-White Balt

California 20

Hang Van - Amonda

Bananas, fragrant, Canton ...

bridge Maceo. ... wild

April Shang Houng Tsiu-Bonsus

Young 16 Carambola

Mam Shing Lingmon-Lemon,

Fung Lut Chestants, Chi se "

子母 P'é Tai Tez-Grapes ... 1st qL. 18.

Ning Mong-Lemons, Chinese

Lai Chi-Lichess, Fresh,,, lat qi., -

乾枝葉 Lai Uhi Kon - Lichass, Sueti- ,, 25

Fifth Shan Chuk Tez-Mangostoaus,doz .-

Bai Kwa-Water Melone China

配香 Heung Kwi - Musk Melon

Chiu Chau Ch'ang-Oranges

格沙雅 Chu Sa Kat— 精甜 Tim Kat—

American..... per lo

American each --

Passion Fruit, American ... each -

Papaw let.

" Small " — " Mandarin " —

聚自 Pak Lam—Olives 1b. ---

Swatow

12 k Shanghai Li-Pears American , 10

20 St Li-Pears Shanghai

Sin Tsi-Pears, Cooking Canton . 7

位門後 O Mun Ch'ang—Oranges, Macao ,, —

& Chang-Oranges, Sweet , 5

七宋名 Lui Sung Mong—Mango, Madda

世南安 On Nam Mong-Wango, Saigo

Ning Mong Lemons, -Saigon , 7

American...

No Fire Insurance will be effected by us in any case whatever, Wong FA.Yd-Labrus..... All damaged packages must be left in Godown, where they will be examined at 10.30 a.m. on the 24th inst. No Claims will be admitted after goods have left the godown, nor will they be recognized if not presented within 10 days of vessel's arrival here. JARDINE, MATHESON & Co., LTD., Agente. Hongkong, 19th September, 1910. [1077 SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES. FROM EURO E. THE Company's Steamsh

" FLINTSHIRE," having arrived from the above Ports, Consignees of Cargo are hereby informed, that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed. Goods not cleared by the 24th inst., at 6 P.M.

No Fire Insurance will be effected by us in any case whatever. Tin Teun Piu Ko-Apples, Cloon 12 All damaged packages must be left in the Godowns, where they will be examined at 9.30 AM: on the 24th inst. No claims will be admitted after goods have left the Godown, nor 是于本日 Yab Pan Ping Kq-Appres. will they be recognized if presented after 10 days Shang theng Henry Paluof vessel's arrival here. JARDINE, MATHESON & Co., LTD.,

Hongkong, 19th September, 1910. NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES,

Agents,

THE Steamship

will be subject to rent.

"COBLENZ having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium. Treasure and Valuables are being landed and stored at their rick into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be No Claims will be admitted after the Goods

undelivered after the 27th inst. will be subject to rent All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 9.30 A.M. All Claims must reach us before the 1st Oct., or they will not be recognized.

have left the Godowns, and all goods remaining

Bills of Lading will be countersigned by the ---- NORDDEUTSCHER LLOYD, MELCHERS & Co. General Agents. Hongkong, 20th September, 1910.

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Pun Ti Po Lo-Pine-apple..... AVERAGE MARKET PRICES. Pincepple Cooking only ... 2nd September 22nd, 1910. The Prices are given in Dollar Cones. Ban Hop To-Walnuts, Fresh lb, 12 Shanghai Lo Kwai

Veogranies, to

Veogranies, to

Artichekse, Shanghai

Loong Spo Triol and passages, to

Check Shan Beans Spense

Nga Tabi — Beans Spense

The Rot — Loong And prime cut

At Ham Ngau Yok—Corned Beef

Shin Ngau Yok—Beef Beef

Ngau Nam—Bresst of Beef

Ngau Nam—Bresst of Beef

Ngau Nam—Bresst of Beef

Ngau Yok—Beef for soup

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Fresh, each 50

Ngau Ham Ngau Lorr, corned

Ngau Ham Ngau Kin—Reef Hamp

Ngau Kok—Bullock's Head

Ngau Kok—Bullock's Head

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Ngau Kok—Bullock's Kidney

18 Hop To-Walauta, Green Pin Telling The Transport of the Common of t Ngap In—Bullook's Ridney 9

E4 Ngau Mot—Bullook's Lail 18

H4 Ngau Kon—Bullook's Liver 10. 13

H4 Ngau To—Bullook's Iripe, 8 Can Ta'oi Colary, China 1b. Keung Can Troi—Letery Eng.

Fu Kwa—Bitter Squash

Kan Kon Lat Chin—Chilies Dried

Kan Tring Lat Triu—Chilies, Green

Kan Hung Fi Triu—Chilies, Hod.

Kan Tring Kwa—Cuonarbers

Kan Kan La Troi Liu—Jurry St 10. English
Shuen Tau-Garlio
Lo Keung-Ginger, old
Tes Keung-Ginger, young Cha T'au-Pig's Heads Cha In-Pig's Kidney Chu Pai Kwat Port Chop ... 1b. 20 Taing Tau -Green Peas 10 Cha Sam-Pig's Heart Cht Kon-Pige Liver 24 Kan Lik-Horse Radish, Shak ,, 20 Buk Mai-Sweet Corn pleas 4 ## Ohn Test Sucking Pige (to 英生神 Young Shang Ta'oi-Lettuce... lb. 1 Mush Malon 由中生 Shang Ngan Yau - Boof Sunt The Shang Teo Ku-Mushrooms Hang Yong Yau-Mutton Suet

fresh BE Ngan Lap Chrong Beef Sausage .. 2 Mar Young Toung The Onions 圖角仔中 Ngan Lap Chring—Veal 20 E Shang Ts'ung-Onions, Green MAKE Yat Pun To'ung Tau-Onippe Shanghel Toung Tau-Onions, Shanghai ■水域書 Sang Cheng Shou Ap— Ma ka-Okrose Wild Duck par WAR Young Your Si-Pareley, Eag. Ap-Ducks lb. Kai Tan-Hen's Eggsdos. 24 Gan Poochow, Sho Tsai-Potations. Foochow bo Nim Kai Fowls Hainan ... 80 1 F & Shanghai Shu. Tani Potato Ngos-George, 87 AFFEE Shang Hoi Yangon Guessa. HEAR Yet Pon Sho Toni-Potspose, Japanes 丹書門裏 O Mun Shu Tesi -- Potstoos, Pak Kop-Pigeons Hoihow 24 1846 Om Ch'un Quail 伊鲁姓花 Fa Ke Shu Tsai-Potatoes, IT To Tsal-Hare property and The tile Shan Kai-Physiant. Fan Shu-Potatoes, Sweet......

Cha Ku-Partridgeeach -查传来 Wo Fa Tsok—Bios Birds ... dos. 80 4 Chu Tsai Te'oi-Puralice 12 h Sa Te'ci -Snipeeach 25 GARE Hung to Pak Teai-Radish ... mak Kon Toung Pau-Shalota A Fo Kai Kung-Turkeys, Cock lb. 80 Yin Ts'oi -Spinach EAR Fo Kai Mo-Turkeys, Hon 45 EF FA Tag -Taros Fan Ke-l'omatoes Lo Pak-Spinsch Chinese..... Am Pin Yu-Bream L'au kok..... Lien Mgau-Lily Hoot water Fish Tarnips, Eng. Tsit Kwa -- Vegetable Marrow, Ma Pai -- Water Chestnuts, Man Yt Codfiel 17

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BOMBAY LIQUOR TRAFFIC.

IMPORTATION OF FOREIGN SPIRITS.

A lengthy Government resolution on the report of a committee appointed to investigate certain matters connected with the import of foreign spirits into Bombay has been published as a Press Note and with it was issued the committee's report extending to 300 pages.

The resolution states:—The Foreign Liquor Committee have submitted an interesting report for which the thanks of Government have been for which the thanks of Government have been conveyed to the members. The most important question on which their opinion was asked for is whether cheap foreign liquors (i.e., those priced from Rs. 3 downwards per gallon in bulk and from Rs. 7-8 downwards per gallon in bulk and livered ex-duty in Hombay) are more harmful than country spirit manufactured under supervision. All other points referred to the Committee for consideration are subsidiary to this make use of it. The Bishop of Utrecht was appointed arbitrator, and he when told of main question. The Committee are not in a was appointed arbitrator, and he, when told of position to say that cheap foreign liquors, so far the matter, flew into a rage, declaring that as as their physical properties are concerned, are what wind there was in his dicesse belonged to more deleterious than country spirit. In the bimself and his church, and he proceeded to opinion of Government the evidence collected prove his contention by at once granting the on the point sufficiently shows that the theory abbot full power to build a windmill when and of the deleteriousness of cheap foreign liquor where he chose.

as compared with country liquor cannot be maintained. This conclusion is in consonance with the findings of two Royal Commissions, based upon the best expert evidence. The Committee (Dr. Powell dissenting), however, consider cheap foreign liquors more seductive, and therefore tempting more to excess than country liquor. Government, however, agree with Dr. Powell that there is nothing in the known circumstances to support the theory of the greater seductiveness of foreign liquers.
The majority of the Committee seem to have based their conclusion upon expressions of personal opinion, such as that quoted in paragraph 25 of their report. This opinion appears to state what might happen rather than what does happen. No doubt foreign spirits are more palatable to the European, and to the uninitiated natives of India, but, on the other hand, the twang of country spirit is a distinct recommendation to those who have becomes accustomed to dome carrying the sail-axle. The dome ran on it. The total imports of cheap potable foreign rollers and was shifted round by means of the spirits into Bombay in the year 1907-08 rollers and was shifted round by means of the mounted to 73,754 gallons, all of which was not consumed in this Presidency. This amount

The iron windmills familiar enough to-day, is absolutely insignificant in comparison with the consumption of country spirit. The trade has been in existence in its present form for many years, and the fact that cheap foreign spirit has made no greater way in the country affords atrong evidence against the theory of greater seductiveness and at the same time shows power, while depreciation and upkeep amount to the comparison. London

fairly effective in limiting consumption. The considerations mentioned in the foregoing paragraph do not, however, preclude action being taken with a view to bringing the trade under stricter control and preventing the abuses of which the Committee's report furnishes evidence. Government consider that endeavours should be made

too cheap in comparison with country liquor; substances and against frauds upon the con-

sumer arising from misdescription; and (3) to restrict within reasonable limits the facilities for obtaining foreign spirits.

LOADING.

ANTIQUITY OF THE WINDMILL.

Windmills are said to have been introduced into England by the Knights of St. John, who observed them in use among the Saracous during the Crutades; but how long they had been in existence before it is not possible to ascertain. A. watermill was built in Bohemis in the year 718, for an old chronicler mentions it, going on to say that, "Before that time all the mills in Bohemia were windmills set upon the summit of hills." Windmills became so common throughout Europe in the

For hundreds of years windmills were among themost important adjuncts of industry, yet they hardly changed from the rude and primitive design of earliest days. They were fixed in one position, and so could only be worked when the wind blow from a certain quarter; while the four sails beasted no slate or checking apparatus of any kind, which must have been most inconvenient at times. The first idea of arranging a mill so that it could be worked "whene'er the wind did blow" was that of tethering an ordinary mill in the middle of a pond by means. of ropes. When the wind shifted the ropes were loosed and the mill dragged around until the sails were caught by the wind and it was then again tethered as before. Later on a great pole, which was worked on the principle of a turn-table, was affixed to the mill. Not until 1500 did Holland, the land of windmills, introduce a movable

that the measures already in force have been to a more nothing in comparison. - London Daily Telegraph.

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To ascertain the ancharage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. | Vessels anchoring nearest Kowlood are marked "k," Hongkong "h." midmay between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting he section.

ADVERTISED AS

nearest Hongkong "h," midmay between Hong	2. From Harbour Ma	ger to fin ?	SECTIO)NB,	aval Yard. 4. From Naval Yard	to East Point
DESTINATION.	VESSEL'S NAMES.	vlag & big	BERTY	CAPTAIN.	FOR PRHIGHT APPLY TO	TO BE DESPATTRED
LONDON, &C., VIA USUAL PORTS OF CALL	DELILI SYRIA	Brit. str Brit. str	-	D. C. Gragor, R.N.B.	P. & O. S. N. Co	On 1st Oct., at Noon. About 5th Oct.
COPENHAGEN ROTTERDAM, HAMBURG & ANTWERP, &c HAVRE, HAMBURG & ANTWERP, &c	RUBOMA	Dan, str Ger. str	k. w. k. w.	Hildebrandt	MELCHERS & CO HAMBURG-AMERIKA LINES	On let Oct. On 2nd Nov. On 6th Oct. On 13th Oct.
HAVRE & HAMBURG VIA STRAITS, &c BAVRE & HAMBURG VIA STRAITS, &c MARSEILLES, LONDON & ANTWERP	ALESIA ARMENIA CARNARVONSHIRE	Ger. str	k. w.	Rohde	Jardine, Matheson & Co., Ld.,	On 6th Nov.
MARSEILLES, &c., VIA PORTS OF CALL MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C. MARSEILLES, HAVRE, & HAMBURG, &c	TOUBANE KITANO MARU		k w	F. E. Cope	Messageries Maritimes Nippon Yusen Kaisha Hamburt-Amerika Lines	On 28th inst, at Dlight
MARSEILLES HAVRE & HAMBURG. &c MARSEILLES HAVRE & HAMBURG. &c MARSEILLES, LONDON & ANTWEEP VIA SINGAPORE, &c.	C. FRED. LARISZ.,	Jap. str	k. w.	R. Takeda Knaisel H. Fraser	HAMBURG-AMERIKA LINIE	On 23rd Oot. On 25th Oot., at D'ligh On 5th Oot., at Noon
NAPLES, GENOA. ALGIERS, GIBBALTAR, &C. TRIESTE, &c., v'A SINGAPORE, &c., NEW YORK VIA PORTS & SUEZ CANAL	VORWARETS	Aus. str Am. str			SANDER. WIELER & Co	On 28th inst., P.M. About 21st Ost
BOSTON & NEW YORK BOSTON & NEW YORK	MUNCASTAR CASTLE	Brit. etc		W. Gray. Williams	JARDINE, MATHESON & Co., LD DODWELL & Co., LTD	About 13th Oct.

VICTORIA, B.C., VANCOUVER, & SEATTLE, &C. SUVERIC VANCOUVER (DIRECT) ... VANCOUVER VIA SHANGHAI, JAPAN, &c. EMPRESS OF JAPAN... VANCOUVER VIA SHANGHAI, JAPAN, &c. MONTRAGLE ... VICTORIA, C.B. & TACOMA VIA JAPAN Jap. str. SEATTLE MARU ... VICTORIA, B.C. & SEATTLE VIA SHANGHAI, & INABA MARU K. Kawara ... K. Sato VICTORIA, B.C. & SEATTLE, VIA SHANGHAI, &C. TAMBA MARU CALLAO IQUIQUE, &c., VIA JAPAN PORTS, &c. ... BUYO MARU T. Sekine AUSTRALIAN PORTS VIA MANILA YAWATA MARU ... *** , *** G. W. Eidy AUSTRALIAN PORTS VIA MANILA CHANGSHA ... H. Raegener ... AUSTRALIAN PORTS VIA MANILA M. Yagi AUSTRALIAN PORTS VIA MANILA A. Christiansen ... KOBE & YOKOHAMA TANGO MARU F. Iseke YOROHAMA AND KOBE ... PRINZ WALDEMAR ... M. Yagi NAGASAKI, KOBE & YOKOHAMA NIKEO MABU ... Jap. str. ... *** ***** Beuman ... CHEFOO & NEWCHWANG Kenzie NANCHANG G. Hocker TIENTSIN Brit. str. ... F. Mooney SHANGHAI, NAGASAKI KOBE & YOKOHAMA J. Randermann ... YORCK. 8. H. Belson SHANGHAI, KOBE & MOJI Brit, str GREGORY APCAR SHANGHAI, MOJI, KOBE & YOKOHAMA .. Brit. str. ... PALAWAN SHANGHAI ... Brit. str. .. Sellier SHANGHAI KOBE & YOKOHAMA Fren.str. ... SHANGHAI. KOBE & YOKOHAMA Ger. str. ... C. FERD. LARISZ TUNGSHING ... SHANUHAI ... WOSANG SHANGHAL SHANGHAL MOJI & KOBE BOMBAY MARU .. Jap. str. ... Teranaka ASSAYE... SHANGHAL SHANGHAI, KUBE & MOJI Bradley Brit. str. Jap. str. .. SHANGHAI VIA SWATOW. AMOY & FOOCHOW SHANGHAI, KOBE & YOKOHAMA Ger. str. ... ARMENIA SHANGHAI, YOKOHAMA & KOBE Dan. str. ... SHANGHAI, KOBE & YOKOHAMA Swed, str.... Dut str. ... H. Koops **IJIKINI** SHANGHAI... Y. Yamamoto ANPING VIA SWATOW & AMOY SOSHU MARU Jap. str. ... TAMSUI VIA SWATOW & AMOY H. Murayama Jap. str. ... SWATOW. AMOY & FOOCHOW Brit. str. .. Brit. str. ... SWATOW WATOW, AMOY & FOOCHOW Brit. str. ...

HAITAN

LOONGSANG ... in

ZAFIRO...

JAPAN ...

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Brit. str. ...

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Brit, str. ...

Brit. str. ...

Ger. str. ...

Jap. str. ...

Brit, etr.

Brit str. ...

Dut. str. ...

NIPPON YUSEN KAISHA BUTTERVIELD & SWIFE MELCHERS & Co. NIPPON YUSEN KAISHA NIPPON YUSEN KAISHA ... MELCHERS & Co NIPPON YUSEN KAISHA JAVA-CRINA-JAPAN LEIN BUTTELFIELD & SWIRE BUTTERFIELD & SWIRE JARDINE, MATHESON & Co., LD ... MELCHERS & Co. ... DAVID SASSOON & Co., LTD. P. & O. S. N. Co. C. R. Longdon, R.N.R. BUTTERFIELD & SWIRE MESSAGERIES MARITIMES ---HAMBURG-AMERIKA LININ Wagner A. A. Campbell... NIPPON YUBEN KAISHA P. & O. S. N. Co. ... Owen Jones, R.N.R. A. E. Hodgins ...

JARDINE, MATHESON & Co., LD... OSAKA SHOSEN KAISHA HAMBURG-AMERIKA LINIE MELCHEZS & Co. OLOF WIJE & Co., LTD. ... JAVE-CHINA-JAPAN LIJN . OBAKA SHOSEN KAISHA OBAKA SHOSEN KAISHA DOUGLAS LAPRAIR & CO ... H. Stewart DOUGLAS LAPRAIK & CO. ... DOUGLAS LAPRAIR & CO. W. C. Passmore ... DOUGLAS LAPRAIR & Co J. W. Evans P. H. Rolfe ... JARDINE, MATHESON & Co., LD... SHEWAN, TOMES & CO R. Rodger A. W. Outerbridge BUTTERFIELD & SWIRE ... JARDINE, MATHESON & Co., LD., S. J. Payne ... SHEWAN TOMES & CO.... A. Fraser F. Sembill ... MELCHERS & Co.... NIPPON YUSEN KAISHA ... Y. Nomura ... DAVID BARBOON & CO.; LID. A. Stewart... ... JARDINE, MATHESON & Co., LD ... M. B. Lake ...

JAVA-CHENA-JAPAN LIJN

CANADIAN PACIFIC R. Co. ...

CANADIAN PACIFIC B. Co. ...

OSAKA SHOSEN KAISHA

NIPPON YUSEN KAISHA

NIPPON YUSEN KAISHA

TOYO KIBEN KAISHA ...

CANADIAN PACIFIC R. Co.

On 8th Oct., at D'light On 28th Oct., at Noon. On 29th inst., at 5 P.M. About 18th Oct. On 28th inst., at Noon Quick despatch. On 1st Oct., at 4 P.M. On 25th inst, at D'light ! On 29th inst, at Noon. About 5th Oct. To-day, at Noon. About 24th inst. On 25th inst., at D'light On 26th inst., P.M. On 25th inst. JARDINE, MATHESON & Co., LD ... On 27th inst., at Noon. JANDINE, MATHESON & CO., LD ... On 28th inst, at Noon. On 29th inst. About 29th inst. On 4th Oct., at Noon On 6th Oct, at Noon. On 6th Oct. On 6th Dec. On 15th Oct. Quick despatch. On 28th inst., at Noon. On 25th inst., at 8 A.M. To-day, at 10 A.M. On 25th inst., at 11 A.M. On 27th inst., at Noon. On 30th irist., at 10 A.M. To-day, at 4 P.M. To-morrow, at Noon. On 27th inst., at 4 P.M. On 30th inst., at 4 P.M. On 1st Oct., at Noon End of Oct. To-morrow, On 27th inrt., at Noon.

On 8th Oct., at Noon

Quick despatch.

On 27th inst.

On 8th Oct., at 6 P.M.

On 8th Nov., at Nova

On 5th Oct., at Noon.

On 11th Oct., at Noon.

On 8th Nov., at Noon.

On 22ad Oct., at Noon.

On 30th inst, at Noon.

On 39th inst. at 4 P.M.

contains the names of over so that any name can be found instantly.

Centres.

have been engraved by one of the most eminent

SHIPPING.

ARRIVALS. ANHUI, British str., 1,350, J. B. Harris, 21st Sept.—Shanghai 18th September, General —Butterfield & Swire.

C. FERD. LARISZ, German str., 3,158, Knaisel, 22nd Sept.—Singapore 16th September, General—Hamburg-Amerika Linie. Kohsichang, German str., 1,293, C. Rosiefsky, 22nd Sept.—Bangkok 15th Sept., Rice and Teak—Butterfield & Swire.

KUEICHOW, British str., 1,215, Hooker, 22nd Sept.—Tientein 15th and Weihalwei 17th Sept., General-Butterfield & Swire KUMERIC, British str., 4,006, Geo. B. McGill,

21st Sept.-Seattle via Yokohama, Kobe and Moji 16th Sept., General - Dodwell & PANTHER, Austrian 3rd class cruiser, 1,500, von

Skerl, 22nd Sept.—Swatow 21st Sept.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 22nd September. Gregory Apear, British str., for Shanghai. Haiyang, British str., for Swatow. Kueichow, British str., for Canton. Kumeric, British str., for Manila.

Samsen, Gorman str., for Hothow.

DEPARTURES: 21st September. PELEUS, British str., for Shanghai. 22nd September. ANHUI, British str , for Canton. CANDIA, British str., for Singapore. CHINHUA, British str., for Shanghai. COBLENZ, German str., for Yokohama. GLENFALLOCH, British str., for Amov. KWANGTAH, Chinese str., sor Shanghai. RAJABURI, German str., for Bangkok.

SHIPPING REPORTS. The British str. Anhui. reports: Light Southerly wind and fine weather.

VESSELS IN DOCK.

September 22nd. TAIKOO DOCK .- Union. Demoter, Japan, Sungkiang.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL. The E. & A. str. Aldenham left Manila on the 21st instant, and is due to arrive here today at daylight. The N.Y.K. str. Nikko Maru (Australian

Line)-left_Thursday_Island for this port via Manila on the 15th instant, and is expected here on the 26th instant. THE AMERICAN MAIL.

The P.M. str. Korca will leave Manila on the 22nd inst. p.m., and is due to arrive at this port to-morrow at 10 s.m.

The T.K.K. str. Nippon Maru sailed from San Francisco on the 6th inst., for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 4th prox. The P.M. str. Siberia left San Francisco on

the 13th instant for Hongkong, via Honelulu, Japan and Shaughai, and is due here on the 10th prox. The P.M. str. China left San Francisco on the 20th instant for Hongkong, via Honolulu,

Japan and Shanghai, and is due here on the 18th prox. THE FRENCH MAIL. The M.M. str. Oceanien, with the French Mails of the 28th ult, and mails from London of the 27th ult., will leave Saigon on the 23rd

the 26th instant, at daylight. THE CANADIAN MAIL. The C.P.R. Co.'s str. Empress of Japan arrived at Yokohama at 7 a.m. on the 21st inst... and left again at 3 p.m. some day for Kobe, where she is due to arrive at 3 p.m. on the 22nd

inst., at 4 p.m., and is expected to arrive here on

instant. THE INDIAN MAIL. The Apear str. Catherine Apear from Calcutta left Singapore on the 19th inst. p.m., and may be expected here on or about the 25th inst. The Indo-China str. Kutsang left Calcutta for the Straits and Hongkong on the 16th inst., and is due here on or about the 2nd prox.

MERCHANT STEAMERS. The P. & O. S. N. Co.'s str. Palawan left Singapore for this port on the 18th instant, at 6 a.m., and is due here to-day at about 9 a.m. The Austrian Lloyd's str. Vorwaerts left Shanghai for this port on the 20th instant s.m., and is due here to-morrow a.m.

The Mogul Line str. Sikh sailed from the United Kingdom for Hongkong via Straits on the 3rd instant. The "Ben" Line str. Benolder from Leith and London left Singapore on the 21st instant,

for this port. The N.Y.K. str. Kitano Maru (European Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 14th instant, and is expected here on the 26th instant.

The N.Y.K. str. Bombay Maru (Bombay Line) loft Bombay for this port via Colombo and Singapore on the 10th instant, and is expected here on the 28th instant.

The O.S.K. str. Scattle Maru left Tacoma, Wash., for this port on the 20th ultimo, and is expected-to-arrive here on or about the 27th

The O.S.K. str. Chicago Maru left Tacoma for this port via Japan and Manila on the 17th instant, and is expected here on or about the 25th prox.

PASSENGERS. ARRIVED.

Per Kueichow, from Tientsin, Mr Hill, Mr and Mrs Galf. Per Anhui, from Shanghai, Mr and Mrs Baxter, Mr Martin and Capt, Armistead.

Per Prinz Eitel Friedrich, for Shanghai and Japan, Mr and Mrs Blunck, Mr and Mrs H. L. Dennys, Mr and Mrs J. L. Waldron, Messrs R. Scherer, W. J. Fenn, R. L. Philipps, G. W. Marshall, Lemiere, Gutterez, M. R. Colemann, U. Muller, R. Pescco, E. J. Gipson, H. de Godon, Rev. C. B. Hannah, Messrs E. R. Munro and party, T. George, J. Silva and Mrs E.

R. Munroe. Per Buelow, for Europe, &c., Miss Mary Lynch, Mrs E. Crosby and 3 children, Miss R. Wright, Messrs N. D. Mudie, J. Kunze, E. G. B. Lover, James R. Estes. Paul Kuppers, Ch. B. Feller, Edwid E. Pail, C. P. Barley, A. B. Segur, Mrs Robertson, his Lordship the Bishop of Victoria, Mesers P. Eusebius, F. Nelson, R. W. Hozen, H. Hiellen, L. Ellis, W. Cross, P. Grunah and Shewanam, Mrs Obha and Mrs

STEAMERS PASSED THE CANAL. September 2nd-China, Moyune, Peshawur, Tango Maru, Pacifique. 6th—Monmouthshire, Theseus, Armenia. 9th—Borneo, Polynesien, Priam, 13th-Aragonia, Astyanax, Ghazee, Silvia, Yorck. 16th-Atouta Maru, Cardigan. shire, Dumbar, Japan, Kamo Maru, Laerte-Porsous, Prinz Ludwig, Scandin Maru, Wraycastle

ORIENTAL NORDDEUTSCHER STEAM NAVIGATION CO.

SEASON_ PASSENGER HOMEWARD

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR

Colombo, India, Australasia, Egypt, Brindist, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to Colombo	Hongkong	Connecting Steamers from Colombo to Marseilles & London	(Brindisi	PLYMOUTE (London 1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
DELHI 8000	February 4	MANTUA 11000	March-4	March 10
ARCADIA 7000	February 18	MALWA11000	March 18	March 24
ASSAYE 7500	March 4	MACEDONIA 10500	April 1	April 7
MARMORA 10500	March 18	(Through Steamer)	April 15	April 21
DEVANHA 8000	April 1	MOLDAVIA10000	April 29	May 6
DELHI 8000	April 15	MONGOLIA10000	May 13	May 19
ASSAYE 7500 DELTA 8000	April 29	MOREA11000	May 27	June 2
DELTA 8000	May 13	MOOLTAN10000	June 10	June 15
				1

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer size to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking. FARES TO LONDON (Including Surtax):

IST SALOON £71.10 SINGLE. £106.14 RETURN. IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

CARRYING PALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

6 TBAM ER S				.e 19 21	jty u je set	Leave Hongkons	Due London
SUNDA NUBIA SYRIA NORE PALAWAN BORNEO SICILIA SUMATRA	040 040 040 040 040 041	### ### ### ### ###	000 000 000	***	Tonnage 4700 5900 6660 6700 4700 4600	January 25 February 8 March 8 March 22 April 5 April 19 May 3	about March 11 March 25 April 24 May 8 May 22 June 5 June 19
NILE		***	- 440		4600 6700	May 31 June 14	July 17 July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSFILLES FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE. £82.10 RETURN.

· Carry 1st and 2nd Salcon Passengers. For further Particulars, apply to-

E. A. HEWETT. SUPERINTENDENT.

THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. VANCOUVER. B.C..

& SEATTLE

SHANGHAI, MOJI, KOBE AND YOROHAMA.

Steame	er.	Tons.	Captain.		To Sail on er Abou	t.
BUVERIC		6,232 6,232	F. S. Cowley . G. B. MoGill		27th September.	
• KUMERIC	*** *** *** *** *** **	4,362	J. Boyd	- 184 816	20th October. 20th November.	

Calling at Amoy and Keelung if sufficient inducement offers.

. These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS. QUEEN'S BUILDINGS.

Hongkong, 9th September, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama,—Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. From Quebec. "EMPRESS OF JAPAN" BAT., 8th Oct. "EMPRESS OF IRELAND"FRI. 4th Nov. "EMPRESS OF CHINA" SAT., 29th Oct. "ALLAN LINE" FRIDAY, 25th Nov. "MONTEAGLE" TUESDAY, 8th Nov. From St. John, N.B. "EMPRESS OF INDIA " SAT., 19th Nov. "EMPRESS OF BRITAIN" FRI, 16th Dec. "EMPRESS OF JAPAN" SAT., 17th Dec. "ALLEN LINE" FRIDAY, 13th Jan. "EMPRESS OF CHINA" SAT., 14th Jan. "ALLAN LINE" FRIDAY, 10th Feb.

> Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Sr. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped

with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers)

and 1st Class Railway ... First Class rate to London includes cost of Meals and Berth.

crossing the American Continent by Canadian Pacific dis-

affording superior secommodeti-Passengers D-

BREMEN IMPERIAL GERMAN MAIL LINES.

STEAMERS. TONS NAPLES, GENOA, ALGIERS, "DEEFFLINGER," 17,000 [Wed'day, 5th GIBRALTAR, SOUTHAMPTON. Oct. at Noon. Capt. G. MEINERS ANTWEEP & HAMBURG SHANGHAI, NAGASAKI, KOBE) "YORCK" Abent and YOKOHAMA Capt. J. RANDERMANN MANILA, ANGAUR, YAP,) " COBLENZ " 6,750 Saturday, 8th NEWGUINEA, BRISBANE, Capt H. RAEGEEE Oct., at Daylight SYDNEY and MELBOURNE "PRINZ WALDEMAR," 6,100; About YOKOHAMA-&-KOBE Capt, F. ISEKS 18th October "BORNEO" KUDAT and SANDAKAN ... End of October. Capt. F. SEMBILL

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA. Hougkong, 23rd September, 1910.

PASSENGER SEASON 1911.

25 DAYS TO ITALY BY THE

N.D.L. LINERS:

DISPLACEMENT.

"PRINZESS ALICE"- 20,300 ON MARCH 22ND. Capt. P. GROSCH. " " LUETZOW " -17,300 On April 5th. Capt. -

"" KLEIST" - - -17,000 - ON APRIL 19TH. Capt. O. PAHHEE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

* Fitted with Wireless Telegraphy. Early booking recommended, For Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 15th September, 1910.

SWEDISH EAST ASIATIC CO., LTD.

-GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). DESTINATION. STEAMERS. DATE OF SAILINGS. SHANGHAI, KOBE & YOKOHAMA ... "PEKING"......... On 15th October. SHANGHAI, KOBE & YOKOHAMA ... "CANTON" On 5th November. For Freight and Further Particulars, apply to TELEPHONE No. 171. OLOF WIJK & CO., AGENCIES, LTD.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.



FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANCHAI.

SHANGHAI, KOBE & YOKOHAMA MARSEILLES, VIA PORTS SHANGHAI, KOBE **ТОКОНАМА** MARSEILLES VIA PORTS

Hongkong, 23rd September, 1910.

"OCEANIEN "TOURANE Capt. Lancelin "DUMBEA

1 P.M. On 10th Oct., P.M Capt. Rebufat "V. DE LA CIOTAT" On 11th Oct. Capt. Barillen 1 P.M.

TO BAIL.

On 26th Sept., P.M.

On 27th Sept.,

Transhipping on the Co.'s Steamers at Singapore for Estavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to Lendon, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

Hongkong, 14th September, 1910.

P. THOMAS, AGENT, Queen's Building.

Gutler, Palmer & Go.'s



SPEGIA GNE



MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.)

COAL DEPARTMENT SOLE PROPRIETORS of TAKASIMA OCHI, MUTABE, HOJO, NAMAZUTA,

SAYO, SHINNEW and KAMIYAMADA, Collieries: SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO

KOMATSU Coals.

HEAD OFFICE:-MARUNOUCHI,

VESSELS ON THE BERTH

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR," Captain S. H. Belson, will be despatched for the above Ports TO-DAY, the 23rd inst. at

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor. Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., LTD Agents.

Hongkong, 20th September, 1910.

CANADIAN PACIFIC

RAILWAY CO. FOR VANCOUVER.

THE Steamship

SUVERIC."

FROM HONGKONG, ON TUESDAY, THE 27TH SEPTEMBER,

FOR VANCOUVER DIRECT. To be followed by KUMERIC 20th Oct AYMERIC 20th Nov.

SUVERIC ... 15th Dec. OCEANO 17th Jan. 1911. Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and United

States and to the West Indies. For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY Co., Hongkong. Hongkong, 14th September, 1910 [1057



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS to South Africa, Persian Gulf, Red

SEA, BLACK SEA, LEVANT, VENIOR, and ADRIATIO PORTS). THE Company's Steamship

"VORWAERTS," Captain Bednarz, will be despatched as above on WEDNESDAY, the 28th Sept., P.M. This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.

For information as to Passage and Freight apply to SANDER, WIELER & Co., Agents, Princes' Buildings.

Hongkong, 21st September, 1910. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON. AUSTRALIA, INDIA, ADEN, EGYPT. MEDITERRANEAN PORTS. PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULP, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "DELHI,"

Captain G. W. Gordon, R.N.R., carrying His-Majesty's Mails, will be deepstched from this for Bombay, &c., on SATURDAY, the 1st October, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "CHINA," 7,912 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and

Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Egypt," due in London on the 12th November, 1910. Parcels will be received at this Office until P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

Hongkong, 19th September, 1910. REGULAR STEAMSHIP SERVICE. (WITH LIBERTY TO CALL AT MALABAR

E. A. HEWETT

Superintendent.

PROPOSED SAILINGS FROM HONGKONG. FOR BOSTON AND NEW YORK.

8.8. MUNCASTER CASTLE" On or about 5th Oct. For Freight and further information, apply to DODWELL & Co., LTD., Agents.

Hongkong, 20th September, 1910. [1079 "INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK. THE Steamship

"INDRAWADI," Captain W: Gray Williams, will be despatched as above on or about the 13th October. Freight or Passage, apply to QDINE, MATHESON & Co., LTD.

Oth Seytember, 1913

ORIENTAL PENINSULAR

STEAM NAVIGATION COMPANY.

		y € NN:		
- yor	STRAMERO	TO BAIL	REMARKS	1
SHANGHAI, MOJI, KOBE	PALAWAN	About 24th Sept.	Freight and Passage.	ľ
BHANGHAI				
LONDON VIA USUAL PORTE	DELHI	Noon, 1st		F
TONDON and ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	Capt. D. C. Gregor, R.N.E.	About 5th Oct.	Freight and Pasage.	
For Further Particular	ra, apply to	0.0	EWETT,	
Hangkeng, 23rd September	r, 1910		Superintendent [1	
		-		

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION
SHANGHAI TO SAIL ANHUI On 25th Sept., D'light
"ANHUI" On 25th Sept. D'light
TIENTSIN "KUEICHOW" On 25th Sept., D'light
MANILA "TEAN"
MANILA, ZAMBOANGA, THURS-)
DAY ISLAND, COOKTOWN, "CHANGSHA" On 30th Sept., 4 P.M.
CAIRNS, TOWNSVILLE, BRIS.
BANE, SYDNEY & MELBOURNE) CHEFOO & NEWCHWANG "NANCHANG" On 1st Oct., 4 P.M.
CHEROU & NEWCHWANG TANDERNO THE THIRD Workly
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL"
AUSTRALIAN STEAMERS have superior accommodation with Electric Ligh
throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried
BEDUCED FARES, Cargo booked through for all Australian, New Zeland an
Tesmanian Ports.
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior
Passenger accommodation with Electric Light throughout and Electric Fans in the State
rooms and Dining Saloon.

	DIANGIAL DINE
	TART SCHEDULE TWIN SCREW STEAMERS ("ANHUL" "CHENAN."
	a circurate a " and " T.IN a N " with excellent accommodation. Electric Light throughout
7	and Electric Pens in the State-rooms and Dining Saloon, leaving Hongkong for Suangual
•	direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtese
	The state of the s
	The There were the barner before Midenight on SATURDAY, for the SUNDAY
	Morning sailings. A. Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
	MOTHING BEILINGS. A. CO. 8 MAINTEN TOUR TOUR TOUR TOUR TOUR TOUR TOUR TOUR

SHANGHAI LINE

	and Northern Chin	a Ports.	51,5		100	* -		_
	1771 77		bark before	Mid-night of	a SATURD	AY, for	the SUNDAY	Ĺ
	Morning sallings.	A Cola	launch leave	Murray Pie	er at 10 o'olo	ck every	SATURDAY	ζ
	Worthis sounds	A. O						
•	Night	4 5	Dennance	in Shanel	ai avoiding	the inc	convenience of	ř

FARE, \$45 SINGLE and \$80 RETURN.	TELEPHONE	
For Freight or Passage apply to-	BUTTERFIELD & SWIRE	19
Hongkong, 23rd September, 1910	AGENTS.	10

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

IGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

AND FOOCHOW SAWTOW. AMOY AND RETURN.

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NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER,	CAMBI	HIPS -	
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Occupying 9 to 10 Days). LEAVING.

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*	*		(Oc	oupying 3 I	Days).		
, ·	HAIMUN"	,C	apt. A. H.	Stewart {	SUNDAY, WED'DAY,	25th Sept., 28th Sept.,	at 11 A.M.
	Steamers will arri	ve at ar	d Depart f	rom the Con	pany's Wharf (ear Blake Pie	r).
and	Return will be All	owed.	Ivonzoor, av				: 7

SWAIDW

For Freight and Passage apply to-DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hengkeng, 23rd September 1910.

ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK

SAILINGS FROM HONGKONG. PROJECTED SUBJECT TO ALTERATION.

COPENHAGEN "RUBOMA" COPENHAGEN "TRANQUEBA" SHANGHAI, YOKOHAMA and KOBE "SIAM"	R" On 20th October On 6th December.
	IERS & CO., AGENTS . [6

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PROJECTED SAILINGS FR	OM HONGKON	IG (BUBIEC:	T TO ALTE	ILA LIUM.)
.LEOTECTED BETTINGS TH	900	EAMEES.	TO SAI	T.
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MANILA	"YUE		Friday, 23rd	28ht" 4 L'm"
* SHANGHAI	"TIN	GSHING"	Paesday, 27th	Sept., Noon.
* SHANGHAI	AL AL ARIBON TO ALL	C DALLE C	Wed'day, 28th	Nort Noon
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HANGHAI, KOBE & MO	T "KUT	ADDIES AND LOCAL CONTRACTOR OF THE PARTY OF	Tuesday, 4th	Uct., Noon.
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The Steamers "Kutsang," "NA	MSANG " BIIC " L'	OOKSANG 168	A6. BDone gagt	A O MAGES I
	FILL SAME MANGE OF THE	INL TALL 144 4 4 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	A S I P E W	
Shanghai and returning via 1.000	(Turning 1960) and a	Att J'Al	hart with Ele	otrie Light
Shanghai and returning via Kobe These vessels have all modern im	provements and a	to Hreer Pulched	HORF MICH THE	SOUTH THERE'S
THOSE TODANS MAN TO THE	anniad.			

Taking Cargo on through Bills of Lading to Yangteze Ports, Chefco, Tientsin & Newchwang Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGER Hoagkong, 23rd September, 1910

Steamers have superior accommodation for First Class Passengers and are fitted throughout

A duly qualified surgeon is also carried.

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Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO. to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TIAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genos, and other Mediterranean Levantine, Black See and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS

FOR SHNGHAL, KOBE & YOKOHAMA: 8.S. C. FERD. LAEISZ 25th Sept. S.S. ARMENIA ... 6th Oct. S.S. SENEGAMBIA ... 21st Oct. 8.B. SUEVIA ... 4th Nov. 8.8. WESTPHALIA ... 17th Nov.

FROM HONGKONG:

HOMEWARD. OUTWARD. FOR MARSETLLES. HAVEE & HAMBURG: S.S. AMBRIA ... FOR HAVEE, HAMBURG & ANTWERP: S.S. BADENIA ... FOR HAVER & HAMBURG: S.S. ALESIA FOR MARSHILLES, HAVRE & HAMBURG: S.S. C. FRED. LAEISZ 23rd Oct. FOR ROTTERDAM, HAVES & ANTWESP: S.B. SCANDIA 8.8. BRISGAVIA ... 16th Dec. S.S. BELGRAUIA .. 2nd Nov. FOR HAVEE & HAMBURG: S.S. SLAVONIA ... 30th Dec. 6th Nov.

For Further Particulars, apply to-HAMBURG-AMERIKA LINIE. Hongkong Office.

Hongkong, 19th September 1910.

AMERICAN

REGULAR STRAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, BYO., VIA MOJI., KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MERICO). Sail Oct. 22nd, at Noon. 8.S. BUYO MARU 10,500 tons gross , Dec. 21st, at Noon. S.S. HONGKONG MARU ... 11,000 "

" About Mid. Feb.,1911 S.S. KIYO MARU 17,200 " N. YAMADA, Acting Manager. For particulars apply to TOYO KISEN KAISHA. King's Building. Hongkong, 1st September, 1910.

MPPONYUSENKAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED BACLINGS FROM HONGEONG-SUBJECT TO ALTERATION.

DESTINATIONS.	1: -	STRAMERS.
		KITANO
MARSEILLES, LOND ANTWERP, via 8	ON and INGA-	Capt. F. E

MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG COLOMBO and PORT SAID	Capt. F. E Cope, IYO MARU Capt. R. Takeda, HIRANO MARU Capt. H. Frager,	9,000 Sept., at Daylight, 7,000 Oct., at Daylight,
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TONS, SAILING DATES.

,,,,	Capt. H. Freer,	9,000	Oot, at Daylight
VICTORIA B.C. & SEATTLE	S KAMAKURA MA Capt. J. Nago,	RU 7,000	SATURDAY, 8th Oct., from Kobs
VICTORIA, B.C. and (SEATTLE, via SHANG- HAI, MOJI, KOBE. YOKKAICHI, and YOKO- HAMA	S INABA MARU Capt. K. Kawara S TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 8th
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine, NIKKO MARU Capt. M. Yagi,	5,000 6,000	FRIDAY, 30th Sept., at Noon. FRIDAY, 28th Oct., at Noon.
	TOSA MARU		SATURDAY, 24th

September. Oupt. Y. Nomura, and BOMBAY NIKKO MARU WED'DAY, 28th NAGASAKI, KOBE and Sept., at Noon. 6,000 Capt. M. Yagi, YOKOHAMA SHANGHAI, MOJI and JI BOMBAY MARU THURSDAY, 29th 5,000 | September, Capt. Teranaka, TANGO MARU THURSDAY, 29th Capt. A. Christiansen, 8,000 Sept., at 5 P.M.

= Calling at Saigon. Fitted with New System of Wireless Telegraphy.

† Cargo only. Carries Deck Passengers.

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Mara" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nn CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return. \$110 **\$90** \$120 \$100 CLASS \$50 \$80 70: \$ 60 \$

With Optica of rail between Calling Ports in Japan. Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at T. KUSUMOTO, MANAGER. Hongkong, 7th September, 1910.

MANILA

STEAMSHIP COMPANY, LIMITED.

On 24th Sept., Noon, On 1st Oct., Noon,

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STRANTE	From	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIMAHI	JAVA	Second half of	JAPAN	Second half of Sept.
TJILIWONG	JAPAN	First half of	JAVA	First half of
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Becond half of Oct.	JAPAN	Second half of
TJIBODAS	JAVA .	Second half of Oct.	SHANGHA1	Second half of Oct.

The Steamers are all fitted throughout with Electric-Light and have accommodation-for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the

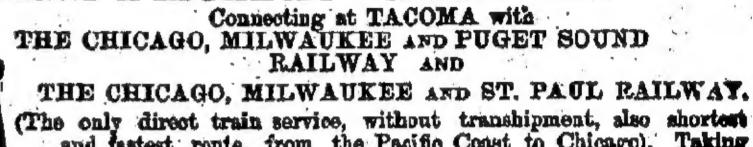
JAVA-CHINA-JAPAN LIJN. York Buildings, 1st Floor. Telephone No. 375.

Hongkong, 17th September, 1910.

KAISHA. OSAKA SHOSEN

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.



(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico. Central and South America.

FOR	STEAMBRS	Tons (Gross reg.)	LEAVES.
***************************************	"SEATTLE MARU		WED'DAY, 5th
VICTORIA, B.C. & TACOMA		6,182	Oct., at Noon.
Токонама	"CHICAGO MARU	6,182	WED'DAY, 2nd Nov., at Noon

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Bates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE

FOR	STEAMERS	LEAVES.
TAMBUI VIA SWATOW,	"JOSHIN MARU" Capt. H. MURAYAMA	SUNDAY, 25th Sept., at 8 A.M.
ANPING VIA SWATOW	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 28th Sept, at Noon.
SHANGHAI VIA SWATOW,	"BUJUN MARU" Capt. Y. Fuseno	THURSDAY, 6th Oct., at Noon.

Special Reduction of 20 per cent, will be allowed to 1st and 2nd Class Passengers to Feechow during the month of September, 1910.
CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's Steamers at Shanghai, for The NANKING EXPOSITION.

> HONGKONG-NANKING, RETURN. 3RD CLASS. . 1SF CLASS. 2ND CLASS. \$27.00. \$73.00 \$55.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings. 8. HIROI,

MANAGER

THOS. COOK TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS &c.

CRIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS

SIBERIAN RAILWAY. TOURS arranged to ALL PARTE of the WORLD.

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Japan Office . 32. WATER STREET

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

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HUGO C. A. FROMM,

Hongkong: 4, Queen's Building. Telephone 960.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Korea, with the American mail, left Manila on Thursday, the 22nd instant, and may be expected here to morrow, at about 10 a.m. The Chenan, with the Siberian mail, is due to arrive Hongkong on Sunday, the 25th instant.
The Oceanien, with the French mail of the 26th ultime, leaves Saigon on Friday, the 23rd and at 4 nm, and may be expected here on or about Monday, the 26th instant.

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Vorwaerts

Chipshing ..

Yawata Maru

Shanghai Singapore, Penang and Calcutta	***	•••
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Vancouver and Scattle

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	Nagasaki, Kobe und Yokohama	Í,
	Shanghai	1
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	Singapore. Penang and Calcutta	
	Tientsin	
	Kobe and Yokohama	
	Swatow, Amoy and Foochow	١,
	Manila, Thursday Is. Cooktown, Cairns,	1
	Townsville, Brisbane, Sydney, Hobart,	
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	Adelaide, Dunedin Porth, and Fremantle.	
	Manila	
à	Manila, Zamboanga, Port Darwin, Thursday	
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•	Postage 10 cents.)	ĺ
	(Supplementary mail on board up to the	
	time fixed for departure of the mail.	l
ė.	Extra Postage 10 cents.)	Ļ
	(Letters posted in all the Pillar Boxes	
	in time for the first clearance will be	ŀ
	included in this contract mail.)	l
	The Parcel mail will be closed on Friday,	
	the 30th inst., at 5 P.M.	ŀ
ij.	efoo and Newshwang	
	1 77 1 1 1 1 1 1 1	* *

nghai, Kobe a		1.4.	. ***
ila, Augaur,			
afen, Rabaul,	Simpson	hafen, He	erbert-
ohe, Matupi,	Brisbaue,	Sydney, H	lobart,
unceston, · I	New Zeal	land, Du	nedin,
sunceston, Adel elbourne, Adel	laile, Pert	h and Free	mantle



TELEPHONE: Office 358, Works 354.

SPECIALITY

London Ventures

Singapore and Joheres

Merlemans ..

Sandyerofts-

Sumatra Paras

Sungei-Kapara

Tuesday, 27th, 10.00 A M

Printed Matter and Sam-

Registration ... 10.00 A M (Registration, with late

Wednesday, 28th, 10.00 A M

Wednesday, 28th, 11.00 A M Wednesday, 28th, 11.00 A M

Wednesday, 28th, 1.00 P M

Thursday, 29th, 11.00 A M

-: OCTOBER: -

Printed Matter and Sam-

Registration ... 9.00 A M (Registration with late

Saturday.

Friday,

fee of 10 cents, up to

10.45 A M.)

Registration,

No late fee.

fee of 10 cents, up to

...10.00 A M

Kowloon

... 10.00 A M

... 11.00 A M

27th, 3.00 P M 27th, 5.00 P M

30th, 11.00 A M

30th, 3.00 P M

30th, 3.00 PM

... 9.00 A. M

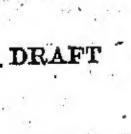
WILLIAM C. JACK & CO., LTD., B.

Nanchang

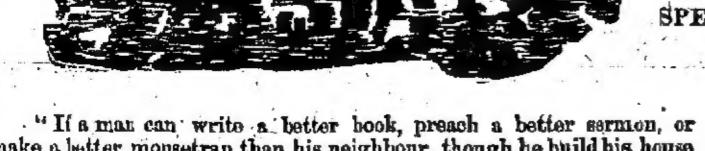
ELECTRICAL AND MECHANICAL ENGINEERS.

14, DES VŒUX ROAD CENTRAL, HONGKONG.

LIGHT



vessels



make a better mousetrap than his neighbour, though he build his house in the woods, the world will make a beaten path to his door."-EMERSON: OUR LINES ARE

"USPAM" Lamps. "PETTER" Engines. "ALLEN" Pumps. "HALL'S" DISTEMPER. "ATLAS" METALS AND SOUND MECHANI-CAL AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

	September	22nd.
ON	LONDON:	18 18
	Telegraphic Transfer	93
	Bank Bills, on demand	138
1	Bank Bills, at 30 days' sight 1/	94
· .	Bank Bills, at 4 months' sight1/	97
6-1	Charlies at A months wight 1/	INL
, ·	Documentary Bills 4 months sight!	10%
Oze	PARIS -	
	Bank Bills, on demand22	8
	Credits, at 4 months' sight23	2
Ox	GREMANY:-	
	On demand	44
OH	NEW YORK :	
	Bank Bills, on demand	
	Credits, at 60 days' sight45	i
OM	BOMBAY:-	
	Telegraphic Transfer	41
	Bank, on demand	5
ON	CALCUTTA	
	Telegraphic Transfer	41
	Bank, on demand	5
ON	BHANGHAI:-	-
	Bank, at sight	B .
	Private. 30 days' sight75	
ON	YOKOHAMA:—On demand68	1
ON	Manila:-On demand-Pesos-88	2
On	SINGAPORE:—On demand76	8
	BATAVIA:—On demand10	
ON	HAIPHONG : On demand1	/. pm
OM	SAIGON :-On demand1	'/. pm
OM	BANGKOK On demand	
83	vermions, Bank's Buying Rate\$1	1.05
Go	LD LEAF, 100 fine, per tael\$5	8

BAR STIVER, per os.242 .20 cente pieces \$4.79 discount.

Hongkong ... 20 Hongkong ...10\$4.82\$5.00

LUXURY TO THE MAN OF TASTE

The Cigarettes of Distinction

Bouton Rouge

Felucca

IN 50's & 100's

AT \$4.20 AND \$2.80 PER 100



SHARE LIST	-QUOTA	LTION	8.			
HONGKONG, SEPTEMBER 22ND, 1910.						
STOCKS.	MO. OF SHARES.	VALUE.	PAID UP	LOSING QUOTA- TIONS CASE.		
BANKS.			. 188	(6070 1)		
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$930, sellers \$87, 10/-		
National Bank of China, Limited	99,925	£7	£6	778, buyers		
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$6, sellers		
China Borneo Company, Limited	60,000	\$12	\$12	\$91, buyers		
	50,000	· \$10	\$10	\$1.40, sellers		
China Light and Power Company, Limited.	50,000	\$1	31	3		
China Provident, Loan & Mortgage Co., Ld	200,000	\$10	\$10	\$6, buyers		
COTTON MILLS.—	20,000	Tls. 50	Tls. 50	Tls. 110.		
Ewo Cotton Spin'g. & Weaving Co., Ld.	125,000	\$10	\$10	\$42, sellers		
Hongkong Cotton Spinning Co., Ld	10,000	Tis. 75		Tis. 55.		
International Cotton Manufing Co., Ld.	8,000	Th. 100	Tls. 100	Tls. 55.		
Lacu-Kung-Mow C. Spin & Weav.Co.,Ld Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tis. 500	Tts. 240.		
Dairy Farm Company, Limited	40,000	\$74	\$6	\$19.		
DOCES AND WHARVES	34	,				
H'kong & Kowloon Wharf & G. Co., Ld.	60,000	\$50		\$54, buyers		
Hongkong and Whampoo Dock Co., Ld.	50,000	\$50	The second second	\$50. ·		
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers		
CO 1 TO 1 TO 1 TO THE TAIL	E (700)	THE 100	Tto TOO	111- 74		

Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tla. 50		
Hongkong Cotton Spinning Co., Ld	125,000			
International Cotton Manufing Co., Ld.	10,000	The second second		
Laou-Kung-Mow C. Spin & Weav. Co., Ld	8,000	Tls. 100		
Soy Chee Cotton Spinning Co., Limited	2,000	Tis. 500	Tis. 500	Tts. 240.
Dairy Farm Company, Limited DOCES AND WHARVES.—	40,000	\$72	\$6	\$19.
H'kong & Kowloon Wharf & G. Co., Ld.	60,000	\$50		\$54, buyers
Hongkong and Whampon Dock Co., Ld.	50,000	\$50	all	\$50.
New Amoy Dook Co., Limited	10,000			
Shanghai Dock and Engineering Co., Ld	55,700	Tls. 100	Tls. 100	Tis. 76.
Shanghai and Hongkew Wharf Co., Ld.,	36,000	Tls. 100	TL. 100	Tis. 116.
Fenwick & Co., Limited	18,000	\$25	¥25	59, sellers
Green Island Coment Co., Limited	400,000	\$10	\$10	\$4.70, x. div.
Hongkong and China Gas Co., Limited	7,000	£10	all	\$205.
Handrane Etastria Ca Limitad	60,000	j10	\$10	
	12,000		\$50	\$100, x. div.
Hongkong Hotel Company, Limited	8,000	850	₹25	\$75, z. div.
Hongkong Tee Company, Limited	5,000	\$25	ali	\$135.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	ell.	\$21, sellers
H'kong& South China Steam Fisheries Co., Ld.	15,000	\$10	87	87.
Insurances.—	18 1990	31	45	
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$190, buyors
China Fire Insurance Co., Limited	20,000	\$100		\$116, sellers
China Tradere Insurance Co., Limited	24,000	\$83.33	\$25	887à.
Hongkong Fire Insurance Co., Limited	8,000	\$250	¥50	\$355, bayers
North-China Insurance Co., Limited	10,000	£15	£5	Ты, 115.
Union Insurance Society, Limited	12,400	\$250	\$100	\$820, sellers
Yangtaze Insurance Association, Limited	12,000	\$100	\$60	
LANDS AND BUILDINGS.—	12,000	2100		1 1
Hongkong Land Invest. Agency Co., Ld.	50,000	•	\$100	\$101, sal. & buy
Humphreys' Estate and Finance Co., Ld.	150,000	₹10	ntl -	874, sellers
Kowlson Land and Building Co., Ld	6,000	\$50		\$32, sal. & buy
Shanghai Land Investment Co., Limited	78,000	Tla. 50		Tle 112.
West Point Building Co., Limited	12,500	850	\$50	1
MINING.	12,500	1402		4 * 4
SocietéFrançaise desCnarb ges du Tenkin		1	. 1	Aman
Ranb Australian Gold MiningCo., Ld	16,000	Fcs. 250	ali	\$720.
rean venezum Gour mining Co. 13d'."	200,000	£1	£1	\$73, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$13, sellers
EVAL ITALIWAYS CO., LILLIVOO ()	20,000	*10	213	XIA mallers

9.30 A. M.)	Raub Australian Gold MiningCo., Ld	200,000	£1	£1	873, sellers
B.O 9.00 A M	Peak Tramways Co., Limited	25,000	\$10	all	\$13, sellers
No late fee.	Philippine Co., Limited	50,000	\$10 \$10	\$1 Z	
Letters 10.00 A M	REPINEBLES.—	75,000	010	420	720, 1311013
laturday, let,	China Sugar Refining Co., Limited	20,000	\$100	all	8152½, seller
Printed Matter, and Sam-	Luzon Sugar Refining Co., Limited	7,000	\$100	all.	\$25, sellers
Registration 10.00 A M	Rebinson Piano Co. Limited	4,000	\$50	\$50	\$50, sellers
(Registration with late	STEAMSHIP COMPANIES	4,000		0.4	
fee of 10 cents up to	China and Manila Steamship Co., Ld	30,000	\$25	\$25	
10.45 A. M)	Douglas Steamship Co., Limited	20,000			
Registration Kewloon	Hongkong, Canton & Macao S.B. Co., Ld.		815	\$15	332
B.O 10.00 A M	Indo-China Steam Navigation Co., Ld }	, , , , ,	£5	all	
No late fee Letters 11.00 A.M.			2 65	£1	
aturday, lat, 3.00 P M				A Section of the Contract of t	
uesday, 4th, 11.00 A M	Star Ferry Company, Limited			- \$5	2510, sales
100	South China Morning Post, Limited			\$25.	\$25, cellers
	Steam Laundry Company, Limited	20,000	85	. \$5	\$54.
riday, 7th, 5.00 P M	Robinson Piano Co., Limited 4,000 \$50 \$50, sellers STEAMSHIP COMPANIES.— China and Manila Steamship Co., Lid. 30,000 \$25				
				\$50 \$50, sellers \$25 \$25 \$10, sellers \$50 \$11 \$24, sellers \$10 \$10 \$5, \$4 \$24, sellers \$10 \$10 \$5, \$4 \$24, sellers \$25 \$25 \$25, \$25, \$25, \$25, \$25, \$25, \$2	
				7	
	A S Watson & Co Limited				
TELEPHONE:	Waissmann Limited				\$12, bayers-
ffice 358, Works 354.		9.900 ordy.	\$10		\$112, sellers
				\$10	
TO TIME		50,000	510	310	18, buyers
CO., LTD.,			-		AIR
4 4	Angle Meleve		2/-		
IGINEERS.	Ralmounian			7. —	
	Batn Tigas	70,000		1	
NGKONG.	Bukit Kajangs	60,000	£1	- 8	63/6
AULUNG.	Castlefields, fully paid	30,000	£1	all	110/-
	Cheviota	70,000	£1	***	
ARE	Eastern and International	250,000	£1	10/-	13/6 prem.
	Highlands and Lowlands	307,143	£1	all	105/- 5/6 prem.
	Kamunings	1,825,000	2/-		of prend,

105/-United Serdanga ... all 170,000 Interest. Quotation, Amount. LORDE. Tis. 250 7% p. annum Par. Tls. 767,200 Chinese Imperial 1886 VERNON & SMYTH, Share-Brokers.

1,266,000

1,750,000

100,000

65,000

125,000

995,000

all

all

all

\$28 (Sta.)

\$14 (Str.)

\$31, x. div.(Str.)

The Ravages of the White Ant, Decay, Fungus, Dry Rot, etc., destroy property to the value of many Thousands of Dollars yearly in Hongkong.

The only sure and reliable protection is

"SOLIGNUM"

the only Preservative which is guaranteed to do what is claimed for it—that is, to preserve Wood, Stone, Brickwork, etc., and to protect against Decay, Fungus, Dry Rot and the Ravages of Insects and Vermin, including that deadly timber-destroyer, the WHITE ANT.

It adds years to the life of Wood. Among its many and varied other uses may be mentioned the extermination of the Rat, Cockroaches, Beetles and all kinds of Pests.

Specially approved for General use by H. M. War Department in Hongkong.

Can be applied in many shades of colour to Wood, Stone or Brickwork. In 5 and 10 Gallon Drums, and 40 Gallon Barrels.

For Prospectus, Samples and Price Lists apply—

SIEMSSEN & Co., Machinery

Hongkong.

5 P.M.—Annual Aquatic Sports of Victoria Recreation Club. P.M.—Warwick Major's Comedy Co., at Theatre Royal—"The New Boy," FORTHCOMING EVENTS. Saturday, 24th Sept .- rdinary Annual Meeting of Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd., 11.15 A.M.
Saturday, 24th Sept.—Ordinary General Meeting of Douglas Steamship Co., Ltd., Noon.
Monday, 26th Sept.—Annual General Meeting of Hongkong St. Andrew's Society, at City Hall, 5.30 P.M. Monday, 26th Sept.—Annual General Meeting of Hongkong Cricket League, 5.30 P.M.

Tuesday, 27th Sept.—Annual General Meeting of Kowloon Cricket Club, 5.15 P.M.

Meeting of Hongkong Football Club, at Jardine, Matheson & Co., 5.30 P.M. Thursday, 29th Sept.-60 Debentures of Club. Germania, 6 P.M. Friday, 30th Sept.—Sixth Annua General Meeting of The Royal Hongkong Yacht Club, at Union Insurance Society of Canton,

Saturday, 1st Oct.-Half-Yearly Meeting of Hongkong Jockey Club. Noon. Wednesday, 5th Oct.-"Nicola" at Theatre-Royal, 9 P.M.

	OPI	JM.	9		~
Quotations are :-			tember	22nd.	
Malwa New		32 100	12 150	per pict	-1
Malwa Old		\$2,160	/2.200	hor bree	**
Malwa Older		\$2,210	/2.250	93	
Malwa V. Old			/2.300	72. FA	
Persian fine quality	**1	31,400/	1,500	22	ē
Persian extra fine		\$2,100		.,,	
Patna New			1	per ches	ıt.
Patna Old		\$2,120	+ 14		
Benares New		\$2,130	* 5	***	*
Banares Old		\$2,130	•		

Wednesday, 28th Sept.—Annual General THE MERCANTILE LITHOGRAPHIC

47, DES VŒUX ROAD CENTRAL, Hongkong,

TINDERTAKES to execute with neatness all kinds of ARTISTIC LABELS, BILLS-OF-EXCHANGE, VISITING CARDS, LETTER HEADINGS, MENUS, DIE STAMPING, etc. Hongkong, 14th July, 1910.

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